

# The Mining Journal

## AND COMMERCIAL GAZETTE.

No. 69.—Vol. III.]

LONDON: SATURDAY, DECEMBER 17, 1836.

[PRICE 6D.]

**PATENT SAFETY FUZE.**—This article affords the safest, cheapest, and most expeditious means of BLASTING ROCKS in Mines, Quarries, and Submarine Operations.  
Manufactured and sold by the Patentees, RICKFORD, SMITH, and DAVEY, Cornwall.

**CASTLE AN DINAS MINE, ST. WENN, CORNWALL.**  
A MEETING of the ADVENTURERS in the above Mine will be held at the King's Head Inn, St. Austell, on Thursday, the 22d instant, at Three o'clock, on particular business, when all Scripholders are requested to attend.  
Dec. 8. W. M. MERIFIELD, Secretary.

**COMBARTON AND NORTH DEVON SILVER, LEAD, and COPPER MINES.**—The Shareholders are hereby informed, that at a Meeting of the Directors, held on the 6th inst., a FURTHER CALL of TEN SHILLINGS per share was made, to be paid into the National Provincial Bank of England, or the West of England and South Wales District Bank, both at Barnstaple, on or before the 6th day of January, 1837.  
Combarton, Dec. 8. WILLIAM NEWTON, Sec.

**EAST WHEEL BROTHERS MINING COMPANY.**—The Directors of this Company hereby give notice, that a GENERAL MEETING of the Shareholders will be held at the White Hart Tavern, Bishopsgate-street, on Tuesday, the 20th inst., at One o'clock precisely.  
25, New Broad-street, Dec. 10.

**EUROPEAN GAS COMPANY.**—NOTICE TO PROPRIETORS.  
—At a Meeting of the Directors, on the 6th December instant, it was resolved, That all the shares on which the several calls in arrears shall not be paid on or before the 12th of January next, shall, without further delay, be declared FORFEITED.  
30, Finsbury-lane, Dec. 7.

**KERN LEAD MINING ASSOCIATION.**—The Trustees of this Company hereby give notice, that a CALL of ONE POUND per share has been made due the 15th March next. The Shareholders are therefore requested to pay the same on or before that day, at the Banking-house of Messrs. Spooner, Attercliffe, and Co., 27, Gracechurch-street.  
Cornhill, Dec. 10. WILLIAM STEPHENSON, Sec.

**MEXICAN AND SOUTH AMERICAN COMPANY.**—The First DIVIDEND of TEN SHILLINGS per share on the first created shares in the Mexican and South American Company, will be paid at the office, as below, on or before the 9th of January next, between the hours of Eleven and Three.  
Forms for claiming the Dividend may be obtained by the shareholders on application at the office.  
H. W. SCHNEIDER, Sec.  
10, New Broad-street-mews, Dec. 15.

**NORTH CONSOLIDATED COPPER MINING COMPANY.**  
—The Directors hereby give notice, that the instalment of TEN SHILLINGS per share, fixed at the Special General Meeting of the 21st ultimo, must be paid into the Company's Bankers, Messrs. Barclay, Bevan, and Co., on or before the 31st inst.  
W. MILLS MIDWINTER, Secretary.  
15, Lombard-street Chambers, Dec. 14.

**ROYAL POLBEROU CONSOLS MINING COMPANY.**  
Notice is hereby given, that any shares in this Company upon which the Call of Two Pounds per Share, due on the 26th November last, be not paid within Thirty days from that date, will be liable to FORFEITURE.  
By order of the Board,  
37, Old Broad-street, Dec. 1. T. V. WILLIAMS, Secretary.

**TRELEIGH COPPER MINING COMPANY.**—The Directors of this Mine give notice, that all shares upon which the CALL of TEN SHILLINGS per share, due the 1st of September, shall not be paid on or before the 31st day of December inst., will be declared FORFEITED, according to the regulations indorsed upon the scrip certificates.  
By order of the Board,  
December 8. J. BAWDEN, Secretary.

**WHEEL BROTHERS MINING COMPANY.**—The Directors of this Company hereby give notice, that a SPECIAL GENERAL MEETING of the Shareholders will be held on Tuesday, the 27th inst., at the White Hart Tavern, Bishopsgate-street, at Twelve o'clock precisely; the purposes of which may be known at the office of the Company.  
25, New Broad-street, Dec. 12.

**WHEEL SISTERS MINING COMPANY.**—The Directors of this Company hereby give notice, that a SPECIAL GENERAL MEETING of the Shareholders will be held on Wednesday, the 28th inst., at the White Hart Tavern, Bishopsgate-street, at Twelve o'clock precisely; the purposes of which may be known at the office of the Company.  
25, New Broad-street, Dec. 12.

**WHEEL SISTERS MINING COMPANY.**—The Directors of this Company hereby give notice, that a CALL of TEN SHILLINGS per share has been made, payable at the banking-house of Messrs. Vere, Sapte, and Co., No. 77, Lombard-street, on or before the 7th of January next. The Shareholders' receipt, together with the scrip certificates, to be brought to the office of the Company, that the payments may be duly certified.  
25, New Broad-street, Dec. 6.

**WHEEL LENOX (NORTH HILL) SILVER, LEAD, COPPER, and GENERAL MINING COMPANY.**  
The Directors of the above-mentioned Company do hereby give Notice, that a FIFTH CALL of TWO SHILLINGS and SIXPENCE on each Share be paid to their Secretary, Mr. RICHARD KINGDON FROST, of Launceston, on the 2d day of January next, and if default be made in payment thereof on that day, or within thirty days thereafter, the Shares will be FORFEITED to the Company.  
Launceston, Nov. 22.

**WHEEL GILBERT TIN AND COPPER MINING COMPANY.**—Notice is hereby given, that the SECOND CALL of FIVE SHILLINGS per Share is now made on the Scrip of the above Company, to be paid within Thirty days from the 28th of November instant that is, on or before the 28th of December next, either to Messrs. John and Henry Hore, of 13, Copthall-court, Throgmorton-street, London; or, to Mr. Henry Drylls, of Redruth, Cornwall, the Secretary of the said Company, who are authorised to enter the payment of such Call on the Scrip.  
Signed on behalf of the Directors,  
Dated Redruth, 16th Nov. HENRY DRYLLS, Secretary.

At a meeting of the Directors and Scripholders of the above Company, held at Pearce's Hotel, Truro, on 12th day of December, 1836, pursuant to advertisement in the London Gazette, Times, Mining Journal, West Briton, and Cornwall Gazette.  
Resolved.—That the Directors be authorised to receive the First Call on all Scrip not yet paid on.  
Resolved.—That all Scripholders who shall hereafter neglect to pay the respective calls made by the Directors, within the time limited on the back of the Scrip, shall be at liberty to redeem the same, on the payment of a fine of 2s. 6d. per scrip, within sixty days after the expiration of the Thirty days; but if the said Call and fine be not paid within that time, such shares shall become absolutely forfeited. The fines to be carried to the credit of the Company.  
Signed on behalf of the meeting,  
JOHN P. MAGOR, Chairman.

**NEW MARINE STEAM-BOILERS.—AT COLLIER'S**  
Improved Patent Steam-Boiler Manufacture, Globe-stairs Dock, Rotherhithe.  
The public are respectfully invited to VIEW a PAIR of BOILERS, of 120-horse power, and also a Boiler of 30-horse power, which can be seen generating steam daily, so that the scientific world and all persons interested in steam agency may witness the superior properties of these boilers, a few only of which are here enumerated:—  
1. Boilers of 100-horse power will be only ten feet long instead of about twenty feet, and will thereby save fourteen feet in length, an entire section of the most valuable part of a vessel, and likewise, from the diminished quantity of iron and water required, above fifteen tons in weight.  
2. A ship will be kept perfectly cool, by the boilers being surrounded by a jacket, iron casing, containing a slow conductor of heat, and comfort be given to the passengers and crew, and safety to the vessel, as well as security to the provisions of other merchandise, live stock, &c.  
3. A saving will be effected of nearly one half the fuel.  
4. A safety or breathing pipe, which renders these boilers perfectly secure from explosion by expansion or collapse.  
5. No incrustation from salt or sediment can take place.  
There are also other important improvements in these boilers; but the foregoing are, it is presumed, show the very great advantages which will be gained by their production. The boilers, prior to the great improvements made in them by the inventor, were most successfully employed by the Admiralty, and their superiority testified by the engineer and stokers of the Government vessels. Engineers and ship-makers are particularly invited to view these boilers, to whom licenses will be granted on liberal terms.  
Prospectuses and drawings may be had at the manufactory, and also of Mr. John Jones, Paul's Wharf, 24, Upper Thames-street, together with such further explanation as may be required.  
N.B.—The manufactory is upon a large spot of ground, commanding 290 feet of the frontage, with a ship and a double dry dock, affording every facility and convenience to vessels of any magnitude.

### THE MINING REVIEW, AND JOURNAL OF GEOLOGY, MINERALOGY, and METALLURGY.

NO. IX.  
(FORMING THE FIRST NUMBER OF A NEW SERIES).  
Will be published on the 1st of February, 1837, price 2s. 6d.  
The publication of the MINING JOURNAL has, from the nature of the papers which are inserted, and the success attending it, in some degree anticipated the MINING REVIEW, with reference to Mining Companies, as it furnishes weekly the Correspondence from Mines, and the Reports of Public Meetings, while the numerous original articles on Geology and Mineralogy which it contains, have rendered it perfectly original and unique. From this circumstance, it will be apparent that the MINING REVIEW should undergo some change, among which, one that presents itself is that of Price, which will in future be reduced from 2s. to 1s. 6d., while the matter will be more select; a large portion of it comprehending, as heretofore, original papers, and the residue, extracts from the MINING JOURNAL, and from Foreign works, with tabular-matter, &c. The numbers will be accompanied by plates, illustrating the subjects treated on, and although the price be reduced, the articles will be of equal value with those in the preceding numbers.  
The Contents of No. VIII. are the following:—  
ORIGINAL COMMUNICATIONS: 1. On Metalliferous and Mineral Deposits.—2. Analysis of the Mexican Process of Amalgamation.—3. The Mineral Topography of Great Britain.—4. Geological Survey of the Carn Meneldin District, Cornwall.—5. On Civil and Mining Engineering.—6. Schaffner's Hot-Air Furnace Feeder.—7. On the Occurrence of the Precious Metals in Great Britain.—8. Proposed Plan of a Geological Survey.—9. On Pumps used in Mines.—10. Veils in the Quicksilver Mines of Idria.—11. On the Auriferous Rocks of Virginia.—12. On the Ventilation of Mines.  
MISCELLANEA: Geology.—Preservation of Cast-Iron Pipes.—Mechanical Power of Steam.—Iron.—Malachite.—Pary's Mountain.—Effect of Heat on Mineral Substances.—Exports of Metals.—Application of the Hot-Blast.—Steam-Engines.—Tin.—Gradual Rising of Land.—Surprising Escape of a Miner.—Density of the Earth.—Antediluvian—Silver Mines.—Fossil Equiseta.—Gradual Elevation of parts of Sweden.—Blasting Rocks.—Palladium.—Masses of Meteoric Iron in Mexico.—Gold Mines in North Carolina.—Artesian Well.—Mineral Produce.—Artificial Felspar.—Petroleum.—On the Occurrence of Metals in Rocks.—The Boundaries of a Fossil Tree.—Diamond Matrix.—Importation of Coal.—On the Cementation of Iron.—Unproductive Labour in Mines.—Occurrence of Bones in a Coal Mine.—Platina and Gold of the Uralian Mountains.—Triphylite, a new Mineral.—Diamonds in North America.—Hydroboracic, a new Mineral.—Coinage of Mexico, Peru, and Chili.—Coins and Medals.—Iodocase in the Isle of Syke.—On Assaying the Ores of Manganese.—Allantite of Greenland.—Antimonial Nickel.—Chistolite.—On the Proofs of a Gradual Rising of the Land.—Needle Ore.—Diamonds at Algiers.  
SCIENTIFIC BODIES: Society of Arts.—Geological Society of London.—Geological Society of France.—Report of the Geological Reconnaissance of the State of Virginia.  
NOTICES OF RECENT PUBLICATIONS: Memoirs of the Life of Sir H. Davy.—Report of the Royal Cornwall Polytechnic Society.—Geological Map of England and Wales.—Silliman's American Journal of Science and Arts.  
APPENDIX: Abstract of Tin mined in Cornwall and Devon; and particulars of Copper Ores purchased by the Companies in Cornwall and Swansea.—Weekly Sales of Copper Ore at Tuckington in Cornwall.—Produce of each Copper Mine in Cornwall, with a Summary.—Workings of the various Mines in Cornwall, &c.  
London: Published by SIMPSON and MARSHALL; and may be had of every bookseller in the United Kingdom.

**THE MINING JOURNAL AND COMMERCIAL GAZETTE.**  
The only Newspaper exclusively devoted to Geology, Mineralogy, and Metallurgy, combining therewith Reports of the Proceedings of Public Companies, Correspondence from the Mining Districts, Sales of Ores, Prices of Shares, Mines, Railways, Canals, &c., with Parliamentary Summary, London Gazette, and much original and interesting Scientific Intelligence, &c., is published every Saturday, price Sixpence, and may be had of all newsvendors in town and country.  
Office, 12, Gough-square, Fleet-street London.

### WEST CORK MINING COMPANY.

TO THE DIRECTORS OF THE WEST CORK MINING COMPANY.  
We, the undersigned Shareholders in the West Cork Mining Company, do hereby require you forthwith to call a Special General Meeting of the said Company, for the purpose of removing from their office of Directors Mr. Joseph Pike, Mr. George Prickett, and Mr. Richard Warneford, three of the Directors of the said Company, and appointing three others in their stead.—Dated this 10th of November, 1836.  
Signed by seventy-four persons, holding 1654 out of 2200 bona fide shares.

GENTLEMEN,  
In answer to the Requisition requesting a Special General Meeting of the West Cork Mining Company, for the purpose of removing from their office of Directors Mr. Joseph Pike, Mr. George Prickett, and Mr. Richard Warneford, I am directed to inform you that the Board of Directors decline at present to comply with such Requisition, by reason, amongst others, that the same affords no information of the respective grounds of accusation against those gentlemen.  
I am, Gentlemen, your very obedient servant,  
(Signed) JAMES HAMMON, Chief Clerk.  
Messrs. Freeman and Bothamley.

**WEST CORK MINING COMPANY.**—The Committee of Shareholders appointed at the Meeting of the 10th of November last, deem it their duty to CAUTION the Public against TAKING, for the present, any SHARES in the NEW CAPITAL of this Company, inasmuch as the suit instituted in the High Court of Chancery by William Reville Vigers and John Van Timms, Esquires, against Lord Audley and Joseph Pike, and others, Directors of this Company, operates as a *lis pendens* to affect with notice all persons taking such new shares.  
On behalf of the Committee,  
London, Dec. 10. (Signed) H. PATRICK.

**BRITISH TIN MINING COMPANY.**—Notice is hereby given, that at a Half-yearly General Meeting of the Shareholders of the Company, held on the 9th instant, the following resolutions were moved, seconded, and carried unanimously:—  
1st, That the Directors be empowered to make an immediate Call of Five Shillings per Share.  
2d, That inasmuch as the last or third Call of Five Shillings per Share, due on the 25th of April last, remains unpaid on 185 Shares, the said 185 Shares be absolutely forfeited, unless the said Call is paid on or before the 10th of January, 1837.  
In pursuance of the first resolution, the Directors do hereby require the Shareholders to pay the said CALL of FIVE SHILLINGS per Share into the Bankers of the Company, Messrs. Stone, Martins, and Stones, on or before Tuesday, the 27th instant. On producing the Bankers' receipt, together with the Scrip Shares, at the Office of the Company, 5, Adam's-court, Broad-street, the instalment will be indorsed thereon.  
By order of the Directors,  
5, Adam's-court, Broad-street, Dec. 14. JOHN SANDERS, Secretary.

### LONDON AND GREENWICH RAILWAY.

The Company's CARRIAGES LEAVE their RESPECTIVE STATIONS every QUARTER of an HOUR, from Eight o'clock in the morning until Eight at night.  
GEORGE WALTER, Managing Director.

**LONDON AND GREENWICH RAILWAY FARES.**  
1st class carriages ..... 1s. 6d.  
2d class ditto ..... 9  
3d class ditto ..... 6  
Free Tickets (not transferable) may be had at the Company's offices, 26, Cornhill:—  
1st class carriages ..... 4s. per quarter.  
2d class ditto ..... 3  
3d class ditto ..... 2  
Entrances.—Duke-street, London-bridge, and High-street, Deptford.  
J. F. AKERMAN, Secretary.

### MIDDLESEX COUNTY BANK.

The Provisional Committee of the Middlesex County Bank has leave to announce to their Shareholders and the Public, that they have FORMED a JUNCTION with the BOROUGH OF ST. MARYLEBONE BANK, which will conduce to the interest of the Company, and which they trust will meet with general approval. The St. Marylebone Bank required an establishment in the City, and the Middlesex County Bank one at the West-end, and by this arrangement the objects of both have been effected.  
A Committee of the Board of Directors will sit daily, between the hours of Twelve and Two o'clock, at 17, Bucklersbury, to make the arrangements consequent on the Junction.  
17, Bucklersbury, Dec. 13.

### BOROUGH OF ST. MARYLEBONE BANK.

DIRECTORS.  
Thomas Henry Cooke, Esq., M.P.  
Sir Francis C. Knowles, Bart., F.R.S.  
Morton Balmanno, Esq.  
William Henry Burnand, Esq.  
Donald Mac Lean, Esq., M.P.  
The Hon. Col. Leicester Stanhope.  
Thomas Kerrell, Esq.  
Robert Lowe, Esq.  
Christopher Arthur Harris, Esq.  
Edmund Walker, Esq.  
Hamilton Wood, Esq.  
The Directors of the Borough of St. Marylebone Bank beg leave to announce that, in conformity with the foregoing notice, a Committee of the Board will sit daily at 17, Bucklersbury, for the purpose of making the arrangements consequent on the above Junction.  
By order of the Board,  
9, Cavendish-square, Dec. 13. DAVID HANNAY, Manager.

### SOUTH-EASTERN RAILWAY COMPANY. NOTICE OF CALL.

The Directors having this day resolved to make a CALL of FIVE POUNDS per share on each of the shares in this undertaking, the Proprietors are hereby required to pay the same, on or before Wednesday, the 18th day of January, 1837, to either of the under-mentioned bankers:—  
Sir James Esdaile, Bart., and Co., London.  
Messrs. Moss and Co., Liverpool.  
The Manchester and Liverpool District Bank, Manchester.  
Messrs. Beecching and Son, Tunbridge, and Tunbridge Wells.  
Messrs. Wilmshurst and Co., Cranbrook.  
Messrs. Jemmett and Co., Ashford.  
Messrs. Fector and Co., and Messrs. Latham and Co., Dover.  
The Directors, in making their First Call on the Proprietors, feel it incumbent on them to state, that the course they propose to adopt in so to arrange the prosecution of the works as to ensure the earliest possible opening of the line to the proprietors, and such will, not only in the present, but on all future occasions, be the principle on which their proceedings will be founded. They cannot further to observe, that independent of the main line to Dover, the necessary steps have been taken for applications to Parliament, in the ensuing Session, for lines of railway in connection with the South-Eastern, to Brighton, Lewes, and Newhaven, to Maidstone, to Canterbury, Sandwich, and Ramsgate; and a further extension is contemplated to Rye and Hastings.

By order of the Directors, J. S. YEATS, Secretary.  
South-Eastern Railway Office, 10, Coleman-street, Dec. 6.

### RUSSIAN RAILWAY FROM ST. PETERSBURGH TO ZARSKOE-SELO AND PAWLOWSK.

Established by Imperial Decree of 21st March, 1836.  
CAPITAL.—3,000,000 Bank Note Rubles, in 15,000 Shares of 200 Rubles (49 ster-ling) each, with the right of issuing 250,000 more shares, if required.  
His Excellency the Count Alexis Bobrinsky, Chamberlain to his Majesty the Emperor.  
J. C. Platt, Esq., merchant, Consul to the Free Town of Frankfurt on Main.  
Benedict Cramer, Esq., Merchant, and Counsellor of Commerce.  
The Chevalier Franz Anton Von Gerstner, who is also Directing Engineer, Agent in London.—Mr. Christopher Kress.  
Barrister at Law, Mr. James Esdaile, and Mr. Charles Kress.

The established utility and importance of railroads, and the means of facilitating internal communication, and extending the operations of commerce, have induced the Imperial Government of Russia to turn its attention and afford its especial protection to this class of enterprise.  
During the six months of the year in which the ports of the Baltic are open to navigation, it is obvious that for railroads from the interior to those ports there would be found ample employment in the conveyance of tallow, hemp, flax, potash, linen, copper, and the other articles of Russian export; but experience has shown that, in the neighbourhood of large towns especially, the transport of passengers has proved even more lucrative than that of merchandise: his Majesty the Emperor, therefore, acting upon this knowledge, has granted to the Chevalier Von Gerstner the exclusive privilege of forming a Company of Shareholders for the construction of two several lines of railroads; the first of which, from St. Petersburg to the towns of Zarskoe-Selo and Pawlowsk, is the immediate subject of the present Prospectus.

To promote the greater convenience of the public, the road begins at one of the points of the Fontanka Canal, nearly in the centre of the capital, and after a gentle curve of a mile through the city, is continued in a straight line of seven English miles, till it terminates in the middle of the park of Pawlowsk, where the Company has erected a large building for the reception and entertainment of passengers. A similar building is in progress of erection at Zarskoe-Selo. By the special concession of the Emperor, the line of road has been permitted to pass through the Imperial Artillery Ground, and over the site of the manufactory for Congreve rockets, the removal of both these establishments having been ordered, to facilitate so important an accommodation: the removal, of course, to be effected at the expense of the Company.

During the remainder of its course, the Emperor has directed the cession of all crown lands that may be required for the purposes of the railroad, and the property of private individuals is to be acquired under judicial valuation. To prevent the obstruction of the works, however, pending the progress of valuation, the Company is to be at liberty, by depositing the necessary amount with the Government, to proceed at once with its operations.

The Company has been further permitted to transport, duty free, all the rails and chairs, &c., as has proved to be the case, no Russian iron-founders should undertake the supply, even at an advance of 15 per cent, upon the prices of the foreign articles.  
The locomotive engines, carriages, waggon, and other machinery, are in like manner allowed to be imported from foreign countries free of duty.  
For a term of ten years this Railroad Company is exempted from the payment of rates or taxes of any kind; and the possession of their entire property in the undertaking is guaranteed in perpetuity to the Shareholders.

Even in those streets of St. Petersburg, through which the line may pass, the Company's locomotive engines are permitted to run, on the sole condition, that some instrument of sound shall be used as a signal to the inhabitants that the trains are approaching.

The Directors have full power to fix the fares for the conveyance of passengers and rates for the carriage of goods. All holders of shares, whether in Russia or other countries, are to enjoy a perfect equality of rights, and no Shareholder can be made responsible for more than the nominal value of his shares.

### PRESENT CONDITION OF THE WORKS.

The construction of the railroad began in April last along the whole line; the embankment, according to contract, was to be finished last month. The building of the bridges will be accomplished in October, when the opening of the road will take place. Thus will the construction of a line, slightly less than 10 English miles in length, have been effected in seven months: a result only practicable in a country like Russia, where the ordinary difficulties of such an undertaking disappear before the powerful patronage of the Sovereign.

Immediately on the formation of the Company in March this year, the Chevalier Von Gerstner repaired to England, and there contracted for the whole of the rails, carriages, &c. required for the line. The rails have a parallel form, and weigh 65 lbs. per yard, and have been delivered from the Buttery Company's and Bedlington Iron Works, and by Messrs. Guest, Lewis, and Co. The pedestals, weighing 12 lbs. each, from the Buttery. The locomotives have been contracted for respectively, with Messrs. Robert Stephenson, of Newcastle-on-Tyne; Timothy Hackworth, of New Shildon; Charles Taylor, of the Vulcan Foundry, near Warrington, and John Cockerill, in Belgium. Three of these have already been shipped for St. Petersburg, and have upon previous trial at the works proved powerful and efficient beyond precedent. Each locomotive is supplied with an apparatus, by means of which the frozen steel, should such be found upon the rails, will be broken up, and, together with the snow, be cleared away.

The carriages for passengers, and the waggon for goods, have been received partly from Manchester, partly from Dublin, and the remainder from Belgium, in the course of this month. A sufficient number of carriages has been ordered for the conveyance of 1400 passengers at a time.

The weighing machines are manufactured by Mr. Richard Kitchen, at Warrington: a crane by Messrs. Sharpe, Roberts, and Co., of Manchester; clocks, with illuminated dials for the various stations, by Mr. T. P. Paine, in London; trumpet machines for the carriages, in their progress through the streets of St. Petersburg, by Messrs. Robinson and Sons, of London; besides a quantity of other machinery from different parts of England. The greater part of these articles are shipped, and from the respectability of the parties concerned, and the penalties attached to non-fulfilment of the contracts, there can be no doubt that all will arrive by the time specified.

### PROBABLE TRAFFIC ON THE RAILWAY.

When it is considered that the population of St. Petersburg amounts to nearly half a million, and that the great park of Pawlowsk, the property of the Emperor's brother, into which the line is carried for 1000 yards, terminating in a building for public entertainment 350 feet in frontage—in, in point of situation, magnificence, and extent, one of the finest in the world—it may fairly be assumed that for some time at least, after the opening of the road in October next, there will be a very considerable concourse of passengers, and a corresponding increase in the value of the Company's shares.

With regard to future and more permanent traffic, it may be stated that, from inquiries instituted by the Imperial Government in 1834, the number of carriages passing from St. Petersburg to Zarskoe-Selo and Pawlowsk, and back again, was 70,000, employing 178,167 horses. At the rate of one passenger for each horse, the annual transit of persons would thus be 178,167. But as the experience of existing railroads in England and on the Continent shows, that the number of passengers is equal to three times the population on the line of road, and as the population of St. Petersburg, Zarskoe-Selo, Pawlowsk, and their environs, is 500,000, it might be calculated that a million and a half of persons would annually pass. M. Von Gerstner, however, has, in order to be within the mark, taken only a fifth part of this number, or 300,000, as the probable total of passengers.

### ESTIMATED REVENUE OF THE SHARES.

At present, the fare for a two-horse carriage is 20 to 25 rubles, and for a place in the diligence 3 rubles; the journey occupying from two to three hours: on the railway, thirty minutes only will be required, as seventeen miles of the line are perfectly straight, and nearly level; the medium rise being only 1 in 1028, and the extreme 1 in 594. The fare will be one-half of the lowest of the present rate, or 14 rubles for each, giving an annual revenue of 500,000 rubles from 300,000 passengers: deducting the half of this sum for necessary expenses—being the ascertained proportion on English railways—a net profit of 250,000 rubles, or 13 per cent. on the whole capital, will remain to the Shareholders.

The future value of the shares may fairly be estimated from that of other undertakings in Russia. The shares of the first Fire Assurance Company there, were, in 1830, sold at 200 rubles, and were worth, on the 14th of last month, 1250. Of the second Fire-Assurance Company, the original value of the shares in March, 1836, was 250 rubles, and rose immediately to 400. The shares in the St. Petersburg and Lobek Steam Navigation Company, first years ago worth 500 rubles, have advanced to 675, and the same increase might be quoted in other undertakings: the reasons of this is to be found in the fact, that in Russia, every projected enterprise is first investigated by the Government, and only sanctioned when its utility has been fully ascertained.

OFFICE, 8, BILLITER STREET, September, 1836.



## ANGLO-AMERICAN GOLD MINING ASSOCIATION.

Capital £100,000, in 5000 shares of £20 each. Deposit £2 10s. per share. At a Special Meeting of the Shareholders of this Association, held at the office of their solicitors, Messrs. Lacy and Bridges, King's Arms-yard, Coleman-street, on Monday, the 31st day of October, It was unanimously resolved,

That in consequence of the great extent of the property and operations at the mines, it is requisite to increase the Capital of the Association.

That to carry the same into effect, it is expedient to make an alteration in the constitution of the Association, affecting the amount of Capital and number of shares.

That the Capital of the Company shall be £100,000, divided into Scrip or Registered Shares of £20 each.

That the present Shareholders shall receive for their paid-up Capital of £100 on each share, Ten of the new shares of £20 each, with a receipt of the payment of instalments to the amount of £10 on each of such shares.

That the resident Directors in London have full power to carry the above resolutions into effect, in such manner as they may deem advisable.

HENRY BLUNDELL, Esq. Chairman.

In accordance with the preceding resolutions the Board of Directors resolved—

That a circular letter be addressed to the Shareholders, giving them the option of taking shares in the new issue, on payment of a deposit of £2 10s. per share, such option to be open to them for fourteen days from the date of such circular.

That any shares which might remain unappropriated at the expiration of that period, should be disposed of to other applicants in such manner as the Board might deem fit.

One-half of the shares being already appropriated, the remainder are offered to the public under the following conditions:—

The new shares to be scrip shares of £20 each, with a deposit of £2 10s. on each share, to be paid into the bankers of the Association, Mr John Lubbock and Co., London, who will give a receipt for the same on account of the Anglo-American Gold Mining Company, which receipt, on being presented at the office of the Company, will be exchanged for a share certificate.

No further call on the new issue of shares will be made without giving two months' notice in the public papers; and no individual, taking new shares, will be responsible for any claim or demand beyond the amount of their respective new shares.

Any shareholder making default in paying up any instalment, or call on their respective shares, such shares and all previous payments thereon will be forfeited. No exchange of old shares for new ones shall be effected till the new shares are taken, and the instalments paid up equal to the amount paid on the old shares.

As soon as the new shares shall have been allotted, and the first instalment paid thereon, a Special Meeting shall be convened, by public advertisement, to determine upon the choice of Directors, and the further constitution of the Company.

Application for shares, post free, to be made to Henry Heathorn, Esq., Managing Director, at the office of the Anglo-American Gold Mining Association, 3, Copthall-buildings, Throgmorton-street, London, where further information to persons desirous of becoming Shareholders may be obtained.

## SUMMARY STATEMENT OF THE COMPANY'S PROPERTY, WORKS, &amp;c.

The property of the Company is situated in the county of Mecklenburg, in that part of North Carolina, United States, called the Gold Region, and covers an extent of 5000 acres of freehold land, well wooded and watered. It contains three well explored mines, with an abundance of gold ore. Several steam-engines and water-mills, with requisite machinery for reducing the ore, are now in operation. There are also excellent residences for the superintendents, store-houses, smithies, engineers and millwrights' shops, farm-houses, buildings, and numerous residences for the workmen; in short, the establishment is superior to any other in the States.

Since the formation of this Company, about two years ago, their operations have been limited to bringing the mines into a working state. At two of them, the Alexander and the Harris Mines, the shafts, adits, levels, &c., are all completed, and any quantity of ore can, at a trifling expense, be brought to the mills, which are capable of reducing twenty-five tons per day. The other, called the Washington Mine, has been carefully explored, and is found to contain veins of ore, of a very superior quality. Numerous assays of the ore from each of the mines have been made by Mr. P. N. Johnson, Hatton-garden, and Messrs. Johnson and Sons, Maiden-lane, which averaged upwards of five ounces of pure gold to the ton. A sample of ore from the last-mentioned mine produced, by assay, the enormous quantity of ninety ounces of gold to the ton.

From these results, it was suggested that the ore could be advantageously brought to this country, and accordingly a few tons of it was imported, and has been sold to Messrs. Reid and Co., Smelters, Sheffield, which averaged £16 per ton. The costs of raising, packing, and importing it from the mines to this country, does not exceed £4 10s. per ton.

The Company will henceforth look to this certain source of profit as one of paramount importance, even to that of extending their works for the reduction of ore at the mines, and measures have accordingly been taken to carry it into effect.

Anglo-American Mining Office,

3, Copthall-buildings, Throgmorton-street, Dec. 9.

## SOUTH-EASTERN BRIGHTON, LEWES, AND NEW-HAVEN RAILWAY COMPANY.

The Provisional Committee having allotted the shares, regret that they have been unable to comply with the numerous applications which have been forwarded to them, the number far exceeding the amount of shares at the disposal of the Company. The Directors have therefore to request that those applicants who have not received answers will accept this in lieu of a separate letter.

J. S. YEATS, Secretary.

South Eastern Railway office,

10, Coleman-street, December 15, 1836.

## SOUTH-EASTERN BRIGHTON, LEWES, AND NEW-HAVEN RAILWAY.—Capital £1,200,000, in Shares of £50 each. Deposit £2 per share.

## PROVISIONAL COMMITTEE.

George Beauchere, Esq. London

W. H. Bladue, Esq. Uckfield

Thomas Blake, Esq. London

Robert Willis Blencowe, Esq. the Hooken, Chalfey

Mr Charles Blunt, Bart., M.P.

Francis Scawen Blunt, Esq. Crabbett, Worth

George Borradaile, Esq. London

James Burton, Esq. St. Leonard's-on-Sea

Captain Cole, Newhaven

H. C. Dakyne, Esq. London

Colonel Davies, Dane-hill, East Grinstead

Henry Charles Moreton Dyer, Esq. London

Howard Elphinstone, Esq. M.P.

Lieutenant-Col. Fanshawe, R.E.

Burwood Godlee, Esq. Lewes

M. A. Goldmid, Esq. London

With power to add to their number.

Engineer—W. A. Provis, Esq.

Consulting Engineer—W. Cobitt, Esq., F.R.S.

Bankers—Messrs. Edwalle and Co.

Solicitors—Messrs. Clutton and Fearon.

Secretary—J. S. Yeats, Esq.

Assistant Secretary—Thomas Wood, Esq.

An Act for the South Eastern Dover line having been obtained, the present Company is formed for the purpose of carrying through the Brighton line, with the advantage of having upwards of twenty miles already sanctioned by Parliament—one of the principal objects of the Legislature being to encourage, as much as possible, a junction of railways where practicable, and thereby prevent unnecessary intersection of the country.

The distance from London to Brighton by this line will be under fifty miles. Its course is direct and nearly straight, and will not prejudicially affect any ornamental property, and the gradients will in no case exceed twenty feet per mile.

The line will leave the South Eastern Railway near Godstone, and will be the most direct and perfect line to Brighton, as will be seen by an inspection of the map. The advantage of uniting such important places as Brighton and Dover with the metropolis by one line commensurate both for so considerable a portion of the whole distance is obvious to require comment.

The terminus at Brighton will be at the south end of the Carlton or Richmond-hill, near the upper end of Dorset gardens, a point the most central and convenient possible to the inhabitants, being equally distant from Brunswick square on the one side, and Kemp-town on the other, and very near the Steyne, and about 500 yards from the Marine parade.

From a point near Palmer branches will proceed to Lewes and Newhaven, to which latter place the attention of Government and the public has long been directed as the only good harbour for large vessels between Portsmouth and the Downs; it is, therefore, considered that Newhaven is a point of the utmost importance in determining the direction of a line of railway to Brighton, and, by branching off in the manner proposed, not only is a good communication with the main line to London afforded, but the most direct line of railway communication from Brighton to Lewes and Newhaven respectively is secured.

A natural level, for a considerable distance, admits of an easy extension of the line from Lewes to Eastbourne, St. Leonard's, and Hastings.

The present Company being formed for the purpose of carrying out the original project of the South Eastern Railway Company by the extension of the Brighton portion of their line, power is reserved to unite the present with the South Eastern Railway Company, if such union should be considered desirable by a General Meeting of the Shareholders of the two Companies.

It is not considered necessary to lay before the public a detailed account of the traffic to Brighton. Its magnitude was so fully proved and admitted before the Committee of both Houses of Parliament last session that a renewal of the subject is totally unnecessary.

The prospectus and further information may be obtained on application at the South Eastern Railway office, 10, Coleman-street.

December 15.

J. S. YEATS, Sec.

**SALT.**—In Cheshire attempts are making to form companies to establish new salt-works. The greatly increased consumption of the article, and the immense wealth of the salt proprietors, are put forth as irresistible recommendations of the scheme. If the astonishing cheapness of the article is looked at, the inference must be that the present supply is tolerably abundant; but it is to be regretted that any obstacle should oppose its exportation. The superiority of British rock salt over that used in France and Holland, to say nothing of the advantage it possesses over the dirt consumed under the name of salt in the East Indies and elsewhere, would, if commerce were wholly unshackled, open new and boundless markets to this most valuable product of British industry. But till this is done, if a judgment may be formed from the returns of companies already established, however they may have looked up of late, there is no room for a new joint-stock speculation. There may be some very rich salt-owners, but there are many deplorably poor.

## OPENING OF THE LONDON AND GREENWICH RAILWAY.

The opening of this railway was celebrated on Wednesday last, when the Lord Mayor, Lady Mayoress, Sheriffs, Aldermen, and several of the Foreign Ministers and Noblemen attended, as well as many gentlemen connected with the scientific world, whom we observed present. The bridge end of the railroad was tastefully decorated with flags and banners with various devices. An awning, with three tiers of seats, was erected at each side of the road at the bridge end, for the accommodation of those who waited for admission to the carriage trains, and also for those who came merely as spectators, to see the trains go off and return. Under one part of the awning military bands attended, which continued to play several national airs during the day.

About half-past one the Lord Mayor and his suite arrived, and in ten minutes afterwards the first train, with the carriages containing his lordship, and several other members of the corporation, the directors, and their friends, &c., started. In a few minutes after, the second train set forward, and the others (five in all) followed with their appended carriages, in all forty in number, conveying about 1500 persons.

It was arranged that the train conveying the Lord Mayor, &c. should arrive first at the Deptford end of the line. When his lordship alighted he proceeded under the corrugated roof, where an address was presented to him by the rector and parochial authorities of Deptford, thanking his lordship for the honour conferred on the inhabitants of that large and populous district upon the occasion of the opening of the railway, which had already tended so much to benefit the town, and which promised such future extensive advantages.

His lordship having returned thanks, accompanied by the Lady Mayoress, he proceeded to inspect the company's extensive workshops under the railway, with which they expressed themselves highly delighted, the machinery of a portion of which resembled the patent block machinery in the Dockyard at Portsmouth.

The carriages on leaving London were arranged into six trains, the "Royal William" engine being attached to that which was appropriated to the Lord Mayor and suite, followed one minute afterwards by the Royal Adelaide, and succeeded by the other trains (filled with company) drawn by the Victoria, Dotted, Twells, and Walter engines. After running the first mile the Royal William slackened her pace, so as to allow of the Royal Adelaide passing, whereby the speed might be observed by those seated in the first train of carriages; the other trains following in succession, and cheering his lordship as they passed. On the return the Lord Mayor's train of carriages again took the lead, and performed the journey of three miles in less than eight minutes, to the astonishment of the numerous parties who had never before witnessed the velocity which locomotive engines on a railway had acquired.

Throughout the whole line, the bells of the parish churches by which the railroad went rang merry peals. The house-tops on both sides were teeming with spectators, who loudly cheered as the engines passed. We are happy to add, that throughout the day we did not hear of any accident, nor did any occur, as we subsequently learnt, in the construction of the works.

Immediately after the return of the several trains, upwards of 400 ladies and gentlemen sat down to a splendid *dejeuner*, prepared in the great room of the Bridge-house Tavern, Southwark, at which A. R. Dottin, Esq. M.P. (chairman of the company) presided. Amongst the party assembled were the Lord Mayor and Lady Mayoress, Mr. Alderman Lucas, Mr. Alderman Venables, Mr. Alderman Wilson, Mr. Alderman T. Wood, Mr. Alderman White, and other members of the Court of Aldermen, the Sheriffs of the City of London, and some of the chief functionaries of the corporation, together with the members for the borough of South-ark (Messrs. Harvey and Humphrey), as also Sir S. Whalley, with other members of the Legislature, and several Foreign Ministers and Noblemen.

As usual, the first toast was "the health of the King," which was the only toast drunk on the occasion which had not immediate reference to the object for which the party had assembled, that of the celebration of the opening of the railway.

The next was "the health of the Lord Mayor," in proposing which the Chairman dwelt upon the great personal merits of the gentleman now filling the office of chief magistrate of the City of London.

The Lord Mayor, in returning thanks, said that it afforded him at all times the utmost pride and pleasure to aid in promoting objects so eminently conducive, as was the great undertaking that day most auspiciously commenced, to the wealth, the trading facilities, and the private convenience of the inhabitants of a city, the greatest in the civilised world—a city over which he enjoyed the distinguished honour of presiding, and to which he was bound by every tie of affection and gratitude. The great object which the new railway would effect was that of economizing time; the great characteristic of modern commercial life was the value of time upon time; time constituted wealth, and any diminution of its expenditure was a fresh creation of that which it was the main object of all commercial communities to accumulate in the greatest abundance. His lordship, after several apposite observations, sat down amidst much applause, by proposing the health of the chairman and directors, in doing which he passed a high compliment to those gentlemen on the success which had attended their labours up to the present time. The toast was drunk with enthusiasm, and one cheer more called for and cordially given, whereupon

A. R. Dottin, Esq. M.P. for Southampton, rose for the purpose of returning thanks, which he did to the following effect:—

My Lord Mayor.—In the names, and in behalf of my brother directors and myself, I beg permission to return you our warmest and best thanks for the distinguished honour you have conferred on the company, not only by your prompt and kind compliance with their request to open the London and Greenwich Railway (the first out of this vast metropolis), but for the good wishes you are pleased to express for its future prosperity and success. I have now to congratulate you and the public in general on the completion of this great national undertaking, a work which reflects the highest honour on the gallant projector (Col. Landmann), and does no less credit to our worthy contractor (Mr. Mackintosh), whose execution of this grand design is above all praise. Indeed, when we consider that from the period when the "Royal Assent," in 1833, was given to the Bill, up to the present moment, that upwards of sixty millions of bricks have been laid by human hands, it appears almost incredible; and again, when we reflect on the numerous difficulties with which we have been surrounded, it is even far more astonishing; but I am proud to say that every new difficulty as it presented itself to us, only served to act as an incentive to stimulate us on to further exertions, and which have this day been crowned with such brilliant and complete success.

Captain Page then proposed "the health of the Lady Mayoress and the ladies who had that day honoured the opening of the London and Greenwich Railway with their presence."

The Lord Mayor returned thanks.

James Money, Esq., one of the directors, and who we understood to be one of the largest proprietors, gave "Prosperity to the London and Greenwich Railway," which, of course, was received with much applause. In the course of this gentleman's address he remarked on the motto of the company, "*Vires acquirit Eundo*," which he considered was peculiarly applicable to the Lord Mayor, whose character for philanthropy had extended to "the East," (where he had long been a resident), and indeed to every part of the civilised world, and to the Greenwich Railway, as having commenced under so dense a cloud of opposition, that it was even at one time considered impossible for success to have attended it in a manner like that which they were called on that day to celebrate. Indeed, the circumstance alone of the clouds being dispersed, and the sunshine they had that day witnessed, might be considered as the harbinger of brighter days, and taken as a pleasing omen of the advantages on which they might calculate for the future, and also of the rashness of too hastily arriving at conclusions.

Amongst the toasts were the healths of the Sheriffs of London, acknowledged by Mr. Sheriff Duke; and the healths of the members for the borough of Southwark, acknowledged by Mr. Harvey, who, in a most emphatic manner noticed the absence of anything like party or political feeling, and expressed his strong approbation of a course so well calculated not only to promote the harmony of that assembly, but to advance the interests of the Company.

In giving the healths of Colonel Landmann, the engineer, of Mr. Mackintosh, the contractor; and other gentlemen connected with the undertaking, the chairman bore testimony to the extraordinary talents and skill, the great zeal, and the unremitting assiduity with which they had devoted themselves to the performance of their respective duties.

The Chairman and the Lord Mayor having quitted the room, accompanied by a few of the guests, Mr. George Walter, the managing-director, was unanimously called on to fill the chair, upon which

Mr. Alderman White rose for the purpose of proposing as a toast, the health of the gentleman who then presided, George Walter, Esq. the managing-director, in doing which, he bore testimony to the zeal and talented services which that gentleman had evinced in the construction of the railway, and to whose labours, indeed, he considered the assembly present might attribute the success of the undertaking. The worthy alderman also adverted to the importance of railway communications, and the advantages necessarily attendant on them to these towns which were thus brought closely together, at the same time expressing his confidence that the success attending the London and Greenwich Railway would amply repay the proprietors for their enterprise and outlay of capital. The toast having been drunk with much enthusiastic feeling.

The Chairman in a neat speech returned thanks for the honour conferred on him, assuring the meeting that the completion of the work so as to admit of the celebration of the opening that day, had been to him a source of extreme anxiety and care, but for which he felt amply repaid by the success which had attended the exertions found to be necessary to effect that object. He felt that the thanks of the proprietors were more particularly

due, however, to the chairman of the board of directors, A. R. Dottin, Esq., and to John Twells, Esq., the deputy chairman, who had evinced throughout the most unwearied zeal in supporting his views, and enabling him to carry them into effect and, as he trusted, to the acknowledged advantage of the interests of the Company. He was, indeed, happy to see so large an assembly congregated to commemorate the successful issue of a plot formed (he hoped his gallant friend Colonel Landmann would pardon the allusion) between a spider and a mouse. The gallant colonel had so spun his web, that no fly could flit south of London without being caught, and thereby enriching the Company by their contributions to the line. As to himself, in the character of the mouse, whose perseverance in the nibbling of the lion's net, was crowned with success, in letting the lion at liberty; he hoped that the lion now being loose, would not lie down, until railways, throughout this kingdom, and on the Continent, should become established, satisfied as he was that their establishment would tend more to the civilization, the wealth, and happiness of the world, than any other measure.

After the healths of Mr. Vallance (the solicitor of the Company), Messrs. Smith and Newman (the surveyors and architects), Mr. Stephenson, clerk of the Company, Mr. A. Y. Akerman, the secretary, Mr. Brencley, Mr. Simpson, and other gentlemen associated with the undertaking, the assembly broke up, highly gratified with the proceedings of the day, and the urbanity which had been displayed by those on whom the management had devolved.

Subsequent to the public opening of the railway, considerable numbers availed themselves of the opportunity of passing over the line; and on going to press, we learn from undoubted authority, that the number which passed over the line on Thursday had been fully doubled, and that the number had since increased.

The following statement, which we copy from the columns of a contemporary, will afford to our readers such information as may be deemed of interest, considering the undertaking alone as to the advantages likely to attend it in a pecuniary point of view, to those who have embarked their capital in the concern.

The following are the annual returns which it is expected may be derived from this undertaking, the calculations being founded on data furnished by railways already in operation, and admitted to be similar to the London and Greenwich Railway, not only in expense of construction, but also in their distance respectively from the capital cities of Ireland, Scotland, and Belgium.

Suppose twelve coaches in a train, with twenty passengers in each, running four times each hour, for twelve hours only per day, at sixpence for each passenger (Sundays excepted).

Would produce	£100,286 per annum.
Less, expenses, rates, taxes, &c.	20,288
	£100,000

or forty per cent. on the subscribed capital of 400,000.

To this may be added the profits from the rental of the arches, of which there are about 900; the toll of the footpath and branch railways now formed and about to be formed, to the Deptford Pier, to Westminster Bridge, to Croydon and Brighton, to Gravesend and Dover, Canterbury, Maidstone, &c. Two of these railroads have already agreed (namely, the Croydon and the Gravesend) to pay a toll, one of them a half, the other two-thirds of the whole fare to Greenwich, for permission to run their own engines and carriages over the Greenwich line, whereby no outlay will be incurred by the Greenwich Company for these expensive vehicles.

From official returns it appears that the number of persons who travel daily between Dublin and Kingstown by the railway is 4000, returning 1200 per day, distance about five miles. The population is estimated at 200,000. The Edinburgh and Dalkeith Railway returns are about the same in population, distance and profit. The Brussels and Malines Railway, although only one line of rails is laid, carries 16,000 persons in three months, or twice the population of the place; whilst the Greenwich Railway has been completing, half a million of persons have passed over it on the carriages of the Company.

The population of the borough of Greenwich alone is upwards of 80,000; that of London upwards of 1,500,000, or about seven times the amount of the largest of the above-named places. This, of course, does not include visitors to the metropolis, who are estimated at upwards of 3,000,000 annually, and who, from mere curiosity, will be induced to travel by the Greenwich Railway, which, should it carry in proportion to the Dublin and Kingstown (namely, seven times the amount) will number 28,000 persons. But three times the number only would produce 250,000 per annum.

The above may serve as a guide to those who have the disposition and the leisure to inquire further into this extraordinary and magnificent work, which is now proceeding to completion, and must ultimately become the toll-gate to the whole Continent of Europe.

## STANNARIES OF CORNWALL.

We think it necessary to call the attention of the managers of mines and the mining community generally, to the recent Act of Parliament, 6 and 7 William IV. cap. 106, to make provision for the better and more expeditious administration of justice in the Stannaries of Cornwall, and for enlarging the jurisdiction of the court of the said Stannaries, by which it is enacted,

§ 28. "And be it further enacted, that there shall be paid and payable, the sum of one farthing in the pound sterling on the value of all metals and metallic minerals (except tin and tin ore) which shall be from time to time brought to sale in, or withdrawn from any mine, within the said county of Cornwall, and that the head manager of every mine in the said county of Cornwall shall, within ten days after each quarterly account of the mine, over which he is head manager, shall have been or ought to have been made up, transmit to the registrar for the time being of the vice-warden's court, a full true, and particular account and return of all metals and metallic minerals (except tin and tin ore) which shall have been brought to sale in, or shall have been withdrawn from the mine, of which he is such head manager during the preceding quarter, and shall in such return state: the value in money of the respective quantities of the metals and metallic minerals specified therein, at the time the same were respectively brought to sale or withdrawn, as the case may be; and that the head manager of every such mine, shall, on application from the collector of the Vice-warden's court, pay or cause to be paid to such collector, the sum of one farthing in the pound sterling, on the aggregate value of all metals and metallic minerals (except tin and tin ore) which shall have been brought to sale, or withdrawn from such mine during the preceding quarter; and that every such payment by such head manager shall be considered as costs, and shall on passing his account with respect to the mine, of which he is such head manager, be allowed to him accordingly.

§ 31. "And be it further enacted, that if the head manager of any mine shall omit to make such full, true, and particular return as hereby required of the quantities of metals and metallic minerals (except tin and tin ore) brought to sale or withdrawn as aforesaid, in the mine of which he is such head manager, or of the value thereof, as is hereby required, or shall, on demand made, omit to pay, or cause to be paid, such assessment as aforesaid, or shall wilfully make any false or incorrect return, then and in every such case such head manager shall be subject for every such offence to a penalty not exceeding fifty pounds."

COMMUNICATION WITH INDIA BY STEAM.—It is a good old orthodox principle of government all over the world, that no improvement should ever be conceded so long as there is a possibility of resisting it. To this cause probably may be ascribed the delay of so obvious a benefit as the establishment of a regular and permanent system of steam communication between Great Britain and India, a measure to which it will be recollected we were among the first to draw public attention. Its practicability and necessity have been long ago demonstrated. The Indian community have loudly called for it, but hitherto in vain. The merchants and manufacturers of this country are now, however, beginning to take an interest in the question, and the impediments which indolence and prejudice have suffered to obstruct the flow of commerce and correspondence with India, must soon give way to the "pressure from without."—*Morning Chronicle*.

MARITIME LOSSES OF LIVERPOOL.—From a return of all ships' registers cancelled or given up on account of the loss or description of the ships to which they belonged, during the years 1827, 1828, and 1829, and also during the years 1833, 1834, and 1835, we find the following to have been the number of vessels belonging to the port of Liverpool, whose registers have been so cancelled or given up, because the vessels have been wrecked, have foundered at sea, were missing and never heard of again, or otherwise lost, or were broken up as unseaworthy, during the years above stated:—In 1827 there were 44 vessels; in 1828, 32; in 1829, 40; total, 116. In 1832, 51; 1834, 32; and in 1835, 45; total, 128. Of course it is not pretended that these were the only vessels belonging to the port which were lost or destroyed during the periods specified.—*Gore's General Advertiser*.

IMPROVEMENT IN DRAINAGE.—Mr. Barton, the engineer, had an interview with Earl Minto and the other Lords of the Admiralty, a few days ago, respecting his newly-invented Patent Self-acting Pump, for the use of ships at sea, and to supersede manual labour, and which is stated also to be serviceable in adding to the safety and salubrity of the vessel; and which may be applied to various other purposes, either in mines, or wherever large quantities of water require to be discharged. Mr. Barton exhibited a model of his invention to their Lordships, who signified their approbation of its utility.

MINERAL TALLOW.—Specimens of this substance were lately found in a bog on the borders of Loch Tyne. This curious mineral was first observed by some peasants on the coast of Finland, in 1736; afterwards it was found in one of the Swedish lakes. A similar substance was found at Strasburg by Dr. Herman, and in this country by Professor Jameson. It has the colour, and feel, and taste of tallow, but without smell. It is a volatile and combustible as any of the volatile oils or naphtha.



THE COAL-TRADING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I am forcibly struck with the remarks on the north country coal-trade in your excellent paper of the 26th of November, especially with the observation "that the coal-owners of the north possess a much greater power in regulating the price of coal than is at all consistent with the interests of the public." This is too true; and if the coal-owners of the north should ever attend to their own affairs, which their necessities are now compelling them to do, a very great advance in the price of coal will be the consequence. There is no doubt that coals might be advanced at Newcastle and Sunderland fifty per cent., and those ports would still maintain the monopoly of the London market. But this need not be apprehended, so long as the northern coal-owners leave their business to be transacted by agents who are deeply interested in shipping, and of course are anxious to have the shipping prices low, that freights may be high. If ever the collieries in the counties of Durham and Northumberland should fall into the hands of joint-stock companies, which is sure to be their fate, as their present owners are tired of them, the public may look for a considerable advance in fuel, as the directors of companies would feel it to be their duty to obtain the full value of their coals, without consulting the advantage of their agents, who might happen to be shipowners.

York, Dec. 12.

W. J.

SOUTH POLGOOTH MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I expected to have seen some observations in your Journal of last week respecting South Polgooth, and as many scripholders are halting between two opinions as to their future proceeding, it may not be unacceptable to state what was elicited from Mr. Andrews, at a meeting of the shareholders, held on the 6th inst. As to the first query, respecting the non-appropriation of the 800 shares, Mr. Andrews, on behalf of the directors, stated, that on the prospectus being issued, no less than 23,000 applications were made; that the directors, after the most careful investigation, selected 5000, which they considered to be good but, when the deposits were paid, there was found about 1000 deficient; the scrips issued bore a considerable premium almost immediately, and the whole of the remainder might have been disposed of, but the directors considered they ought to make a premium on them for the benefit of the company. Just at this period the share-market became very depressed, and the scrip could not be disposed of, even at par, and 800 still remained on hand.

Query 2. Why was 1050*l.* charged for the mine? The proprietors sold it to a gentleman of the name of Willan or Willing, for 600*l.*, and was purchased by the present directors for the above amount.

3. The law expenses were incurred in transferring the property, preparing the deed of settlement, &c. &c. Mr. Andrews was not prepared to state what balance, besides the 100*l.* paid on account, yet remained.

4. Why was the requisition sent the directors to call a special meeting not attended to? Because the object of the meeting was not stated, and the names of several of the parties who were not original shareholders having neglected to have their names registered in the company's books.

5. The expenses of brokerage was incurred in endeavouring to effect a sale of shares.

6. As to by-laws, none could be made contrary to the conditions of the prospectus and scrip.

7. The deed of settlement is prepared, and will be submitted to the inspection of the scripholders at the general meeting previous to its being executed.

8. The salaries of the directors 100*l.* per annum each; the secretary 100*l.*; the whole London expenses, say 500*l.* Management in Cornwall about 350*l.*

9. The directors hold together 250 shares, and are not at present disposed to purchase more, or to resign their office.

Thus, sir, I have as briefly as possible stated the substance of the replies given by Mr. Andrews to the several queries, which the shareholders will be able to judge for themselves how far they are satisfactory; for my own part, I conceive the directors erred in judgment in not disposing of the shares when they had an opportunity.

As a shareholder, I should be very unwilling to throw any obstacle in the way of having the mine effectually worked, as all such undertakings (even if not proving a profitable speculation to the projectors), is a general benefit to the neighbourhood in which they may be situated; but I conceive the expenses are too much on so comparatively small a mine to afford a chance of the shareholders receiving a dividend for some considerable time, should she prove productive, as I hope she eventually may—the speculation is a fair one.

I doubt much if the richest mines we have in the county are not at less expense in management than we are to be subject to in South Polgooth, which I conceive we shall find not less than 1000*l.* per annum. I would suggest to the directors the propriety of relinquishing their salaries, until the mine pays a dividend; and for the satisfaction of the shareholders who may reside in London, to leave a duplicate of the monthly account sent to them, and inserted in a book kept for that purpose, which may be done by a secretary at a small expense. If some satisfactory arrangement be not immediately made as to the unappropriated shares, and to the dead weight (which I will term all expenses which are not connected with the immediate superintendence and working of the mine), I fear great difficulty will be found in raising the *needful*. In fact, the largest Cornish shareholders, amounting together to several hundred shares, will not advance another shilling until they are satisfied on these points; and rather than proceed under the present regime, will sell their interest therein at a considerable sacrifice. The scrip system as applied to Cornish mines, in my humble opinion will, in a few years, cease to be; it is not only attended with more expense than the old cost-book system, but a greater difficulty is found (from being in a larger number of hands) of obtaining the costs. It will afford me much pleasure to hear that satisfactory overtures are made, and to see our *bal* worked with effect.

St. Austell, Dec. 14.

I am respectfully yours,  
A SHAREHOLDER.

HOLMBUSH MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I observe advertisements emanating from the directors of other companies, to whom are also committed the management of our mine. I would wish to know why a meeting is not convened, or some explanation afforded to the shareholders beyond the weekly reports, and which, I regret to say, are not borne out by facts. If no notice be taken before the publication of your next number, I shall be induced to draw up a requisition, and request your support.

Yours truly,

P.S.—I have a great confidence in the value of the concern, but we want a proper understanding; and, between ourselves, I believe there is not the greatest confidence reposed in the managing-agent by the London (or out) proprietors, and the sooner they are therefore understood, I think, the better.

BOLANOS MINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I deem it hardly necessary to offer any apology for requesting the insertion of the enclosed letter, addressed to the Proprietors of the "Bolanos Company," as the importance of the subject will doubtless induce you to do so, without any further remark on my part than those conveyed in the letter in question.

I am, sir, your obedient servant,

A SUBSCRIBER.

TO THE PROPRIETORS OF THE BOLANOS MINING COMPANY.

GENTLEMEN,—Although I am fully sensible of the disadvantages, generally speaking, of running counter to the opinion of a board of directors, yet there are occasions on which to do so is justifiable, even at the risk of giving offence; such, however, in the present instance, is not intended.

At the last general meeting of the company, a highly respectable and talented individual, Mr. Wray, presented a requisition, signed by upwards of thirty proprietors, calling upon the body "to consider the advantages likely to result from dividing the present Bolanos and Veta Grande mines into two distinct adventures." And he at the same time favoured them with a very clear and lucid statement of their affairs, showing the splendid amount of produce which in five years had been obtained from the Veta Grande, and which it was admitted by the chairman (Mr. Fowell Buxton), if divided among the proprietors, would have paid them 50*l.* a share per annum, during the same period; nearly the whole of which,

ent. black tin per 100 on expended in a hitherto fruitless search

west on Glow-hill in which that lode is now considered to be possessed of a share in the tinued, in order also of one in the Veta Grande.

2. "That the Bolanos Company should be considered to be liable to future calls, not exceeding 50*l.* each.

3. "That the new Bolanos shares should be held as scrip during twelve months, in order to facilitate the disposal of them, by those who were not inclined to go on with the speculation."

To this proposition it is now my purpose, if possible, to draw the attention of the proprietors. It will give them very little trouble, and a considerable interest is involved.

The reasons submitted to the meeting by Mr. Wray were as follows:—1st. "That during the last five years a sum of nearly 500,000*l.* had been expended in the various works of the Bolanos mine, and that the ultimate success of the undertaking was still a matter of great uncertainty.

2. "That the produce of the Veta Grande mine had been uniformly good during the same period; and that, although the half-share of the profit to which the proprietors were entitled, had amounted to nearly 100,000*l.* per annum, almost the whole had been absorbed by the expenses of the Bolanos alone."

Now all I ask or desire is, that the proprietors, or, at least, such of them as are not indifferent to the success of the undertaking, will inform themselves of the prospects of the Bolanos mine (contradistinguished from the Veta Grande), as exhibited in the reports which, from time to time, are received in this country from the superintendent. These reports are to be seen at the office in Chatham-place, or may be read in the *Mining Journal*. The writer of the present appeal is in the habit of perusing the reports alluded to, but as yet he has been unable to discover a single fact or circumstance upon which to build a well-founded hope of a future favourable result. What then is the foundation on which the directors are proceeding? Upon what principle is it that they continue to expend the valuable produce of the Veta Grande in exploring the Bolanos? Is there any specific information of so well-authenticated a nature as to afford them a justification? If there be, let them lay it before the proprietors, and let the proprietors give their attention to the subject. Remember, gentlemen, the question is this, "Shall we, who have a good mine, producing a large annual return, be compelled, whether we like it or not, to expend the share that would otherwise come to us, in exploring a mine that may never return a shilling; or shall we say to those who are willing to enter into such a speculation, 'There! take your share of the money, and do as you please with it. Turn the Bolanos to what account you can. We give up all claim to participation, and leave the full benefit of it to you?'"

Gentlemen, long letters are generally dull, and are not often read—mine shall be short. But I pray you to bestir yourselves. As I said at the beginning of the letter I say at the end,—I impute nothing to the directors; all I say is, that their views and mine materially differ as to the policy of the course they have hitherto adopted, and are still pursuing. In conclusion I will merely observe, that if the proprietors will take the trouble to inform themselves of the real state of facts, I feel a perfect confidence that they will unhesitatingly pronounce in favour of the plan suggested by Mr. Wray, to whose indefatigable exertions in collecting information, and in invoking the attention of the proprietors at large, will one day find themselves to be very greatly indebted. Subjoined is a statement showing

The net profit of the Veta Grande mines from the commencement to 31st December, 1834, \$3,418,455, which, at 4 <i>s.</i> 4 <i>d.</i> each dollar, is	£823,998 11 8
Dividends paid, 1 <i>st</i> of 5 <i>l.</i> per share	£10,000 0 0
2 <i>nd</i> of 6 <i>l.</i> per share	12,000 0 0
3 <i>rd</i> of ditto	12,000 0 0
4 <i>th</i> of 4 <i>l.</i> per share	8000 0 0
	£42,000 0 0
Invested in stock	4526 8 2
5431 <i>l.</i> 10 <i>s.</i> , Three per Cent. Consols.	7106 13 11
	53,633 2 1

Profits of Veta Grande £470,365 9 7  
Applied to carry on the Bolanos, being more than 235*l.* per share.

A PROPRIETOR.

COURT OF EXCHEQUER, Nov. 22 and 23.

DOE AND LORD FALMOUTH v. ALDERSON.

This was an action of ejectment tried at the last assizes in Launceston, to recover possession of the Beacon Mine, belonging to the "East Cornwall Mining Association," and taken from them by force by the defendant. A verdict was found for the plaintiff; and in the early part of last term an application was made for a new trial, on the ground of the verdict being contrary to evidence, and of misdirection of the learned judge (Mr. Baron Alderson), who, having remarked on the character of the witnesses brought forward by the defendant, declared that he was quite satisfied with the verdict; but, after a short discussion and consultation by the court on the other point, a rule nisi was granted.

On cause being shown against this, the notes of the learned judge were read by him, and he stated that he left two questions to the jury; first, whether they were satisfied there were any immemorial bounds belonging to John Liddicot; and secondly, whether those bounds were transferred to whom, or to any one under whom the present defendant now claiming to work ore, or were transferred to the defendant himself; and he directed them, if both these points were made out, to find for the defendant, and for the plaintiff, if either of them failed. At the trial an attempt was made by the defendant to establish immemorial bounds, and a will was put in evidence to show that they had been devised to one Liddicot, and subsequently sold by him to the defendant; but in a subsequent part of the proceedings, the learned judge remarked, that this part of the case was very much damaged, by the defendant calling a thief to prove it.

The mis-direction complained of was, that the jury would have been authorised to find for the defendant, if it was established in the case that there were tin bounds, although it was not established that the defendant had these bounds; and, if there had been bounds, it mattered not whether the defendant was a stranger, or a mere wrong-doer, if tin bounds existed on the premises; then the jury ought to have found for the defendant—they found a verdict for the plaintiff generally.

Mr. Baron Alderson remarked, that the two points having been left to the jury, he could not tell whether they did find both for the plaintiff or not; he certainly thought they ought to have found both for the plaintiff, there was no evidence to satisfy the jury that bounds had existed.

Counsel for plaintiff urged on these grounds, that they thought the Court would be of opinion that the plaintiff was entitled to keep possession of his own land.

Counsel for the defendant argued, that at the trial it was contended that they were in bounds; to which plaintiff's counsel replied, that there was no doubt at all that within a few years was bounded, but the attempt at bounding was a fraudulent attempt.

Argument was entered into by the counsel on both sides, as to the law of bounds, and innumerable cases from various works were quoted by each side, as also the Statutory laws.

Mr. Baron Alderson having stated, that he should have asked the jury to decide one way or the other as to the right, if he had not been misled by the line of argument used by the defendant's counsel. They admitted they had purposely done so; that it was not unusual for counsel conducting cases of this kind to endeavour to get the prejudice of the jury in their favour, rather than resting on any point of law.

The Court stated that they would look into the authorities. Judgment was consequently postponed.

**DIVIDENDS.**—BIRMINGHAM DRAPEY COMPANY.—At a meeting of the shareholders of this defunct speculation, a few days ago, the holders of scrip were informed that an advance of 2*l.* per share would be required to liquidate the demands to which the directors were liable. The original payment per share of 3*l.* 10*s.* had been sunk in working the concern, with the exception of a first dividend of ten per cent.—*Birmingham Ad.*

**AYLESBURY RAILROAD.**—A satisfactory arrangement has taken place between the above and the Cheltenham and Oxford Company, the substance of which is, that the latter Company have agreed to bring their line through Aylesbury to Tring.—*Railway Magazine.*

A REVEREND SUB-DEAN.

Since first the bubble of the Southern Sea  
Burst o'er this glorious land of liberty,  
Involving hapless wives and orphans all,  
In one disastrous overwhelming fall:  
How many projects vast, and mighty schemes,  
Have shook this Mistress of far-winding Thames!

TOM.

True, Dean!—and if pre-eminence there be,  
Let's name the "West Cork Mining Company."  
Some bashful souls their bantlings do disclaim,—  
Frankly I own, I gave "West Cork" a name.  
Though in strict sense, of stern dramatic art,  
I only played what's called, the second part;  
With helping hand, I joined the jovial few,  
Who cheer'd "West Cork" when first it rose to view.  
How did the walls of Aldine Chambers ring,  
And parsons stare to hear Sam Jacobs sing;  
Sammy, who then had curacies to sell,  
And matched e'en parsons in their learned spell.  
E'en Audley chuckled at the mirthful sound,  
While uncork'd bottles strewn the floor around.

DEAN.

Did conscience smite then 'mid those freaks of thine,  
Or wert thou callous e'er thy cups of wine?

TOM.

Hard as a flint—our only doubt or fear,  
Was Davis "peaching through the want of gear;  
Save that, no signs of compunction could we trace,  
But screw'd our courage to the sticking place,  
And now see Cappagh's soil—a waste before,  
Touch'd by Joe's magic wand—a waste no more:  
Is quick transmuted into shining gold;  
(Such touch the schoolmen vainly sought of old.)  
While o'er Horse Island wet with western dew,  
The bold enchanter led the spell-bound crew.  
"Speak not," he cried, "of mines Peruvian now;  
Here stop and pick—the treasure lies below.  
Now, friends, this way!—the Danish shaft behold,  
This mine of copper, is a mine of gold.  
So says friend Bakewell—he the Simon Pare,  
First on the list of geologic lore.  
His book, an oracle to well-tuned ears,  
Was given by me—a cronet who wears,  
No mean distinction on my name conferr'd,  
Avelin connects it with the lordly herd,  
Audley to Pike—how sweet it chimes e'en there—  
Lord Pike to Audley sounds by far more clear.  
But that's not business—title without self,  
May suit some Lord, as noble as himself.  
Give me the title—but far more I prize,  
The golden treasure, which beneath us lies.  
Where Pluto revels 'mid his secret store,  
Nor dreams of Pike with pick-axe at his door.  
A thousand tons—let's see—at twelve pounds four,  
Make just twelve thousand pounds and something more,  
And got for nothing—sent to Swansea straight  
In our own vessels—nothing costs for freight.  
A thousand tons of manganese—d'ye hear?  
Twice five are ten—ten thousand pounds a year.  
Full fifty tons I've sent to go to Rome,  
Where artists use it by the name eucrone;  
That's fifteen hundred sterling pounds I take,  
At thirty pounds the ton, and no mistake.  
Groat says, one ton will Europe serve a year;  
That Groat can lie, I think, I've made quite clear.  
Then slate—now hark! with duchesses alone,  
I'd buy old Cressus on his golden throne.  
'Tis coining money wholesale, some fool said;  
I say, it's finding money ready made:  
And that's the difference, man, d'ye see, ah! ah!  
There's only one Horse Island, one Cappagh!  
And one Joe Pike (some cigger sally said),  
Unque ad nauseum, he will talk me dead.  
I whisper'd, "Joe, will this our scheme succeed—  
Will simpletons enough be found to bleed,  
And heedless drop their shining tins untold,  
For these fair regions of ideal gold?"  
"Who doubts it?—sure in Palermo-row,  
We had experience how the world doth go,  
How many upright walk, who drink all in,  
And think suspicion is the only sin.  
They'll bite, we'er doubt it, and the hardest bit  
Will suit their mouths, that have the largest wit.  
Jews, Christians, Spaniards, Genoese, shall join,  
To forward this most precious scheme of mine.  
Meanwhile, as needs, I'll play the chucker's part;  
That failing, we must try the bullying art.  
But should the bubble burst, and spoil the fun,  
We'll smash'em, Tom, or give them all the run."  
So spoke our Joe—but, oh! that wink of his,  
Transferr'd to give expression to my phiz.  
You'd cease to wonder how the knowing 'Cits,  
Lost before Joe their money and their wits.

DEAN (aside).

Bad lot! bad lot!—I'll take good care of mine,  
In vino veritas, truth's out in wine.

**RAILROAD IN RUSSIA.**—A paragraph having appeared in several of the papers, tending to ridicule the formation of a railroad in Russia, and asserting that "the only returns that can be expected by the shareholders must arise from the passengers between St. Petersburg and Zarskoje-Selo, a class of travellers which cannot (it is said) long continue numerous. Curiosity or pleasure, and not business, govern their motions;" and further stating that the road is badly constructed, &c. We have been induced to make some inquiries relative to the undertaking, having in former numbers made reference to it. With respect to the number of passengers which may be calculated upon, we find that in 1834 the number of carriages passing between the above places was 70,386, employing 178,187 horses. At the rate of one passenger for each horse, the annual transit would be 178,187. But as experience of existing railroads shows that the number of passengers is equal to three times the population on the line of road, and as that of St. Petersburg, Zarskoje-Selo, Pawlowsk and their environs is 500,000, it might be calculated that 1,500,000 persons would annually pass; however only one-fifth part of this paper has been taken as the probable total of passengers! These yield net proceeds 450,000 rubles annually, as compared with cost and expenditure, leaving 13 per cent. to the shareholder. This line is only the commencement of the grand line to Moscow, and it was partially opened on the 9th October, and with locomotives on the 22nd November, the Emperor and Empress being present. The whole line is carried on an embankment on which the snow will not lie; should such however be found upon the rails, the locomotives are furnished with an apparatus by means of which detestable snow will be cleared away; and here we might inquire, is there no fall of snow in the United States or other countries where railroads are formed. Mr. Von Gerstner is, we believe, well known in this country as an engineer, and whose reports, which are now before us, completely refute the assertions of the writer of the article to which our attention has been directed.

**NORTHERN AND EASTERN RAILWAY.**—We understand that the directors of the Northern and Eastern Railway Company have determined on commencing their line from London, and bringing mile after mile, as completed, into immediate operation, by which means the shareholders will receive a dividend on the capital expended before another rail is made. The operations are to commence at Kingsland; and this trunk line to Cambridge will ultimately extend in a direct course, and with very easy gradients, through Lincoln to York, to the very centre of Scotland. The distance by this railway between London and York will be twenty-four miles shorter than by the London and Birmingham.—*Railway Magazine.*

**LIVERPOOL.**—The following vessels, belonging to this port, have just completed unprecedented quick voyages from hence to Bombay and back: viz. the *Packfield*, John Deedy, 496 tons, in six months and twenty-nine days, including thirty-two days' detention discharging and loading; and the *Reliance*, Bowen, 605 tons, in seven months and twenty-three days, having been detained twenty-one days discharging; and the *Mary Bibby*, Cumming, 299 tons, in seven months and four days, including twenty-one days' detention.



## TO TIN-SMELTERS AND TINNERS.

TABLES FOR ASCERTAINING THE VALUE OF  
any QUANTITY OF BLACK TIN, from One Pound to Ten Tons, at any  
price from £20 to £50 per ton.

By R. WELLINGTON.  
Also Tables showing the price per Ton of Black Tin for any PRODUCE from  
9 to 13½, at a given Standard, from 50s. to 130s. per cwt.  
Sold by the Author, at Chyandour Smelting-House, and by Samuel Bennett,  
Printer, Marazion.

MEETINGS OF SCIENTIFIC BODIES  
IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Antiquaries	Somerset House	Thursday	8 P.M.
Linnean	Boho-square	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	7 P.M.
R. Society of Literature	St. Martin's-place	Thursday	4 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.
Statistical	4, St. Martin's-place	Monday	8 P.M.
British Architects	43, King-st., Covent-garden	Monday	8 P.M.

## PUBLIC COMPANIES.

COMPANY.	MEETINGS.
East Wheal Brothers Company	White Hart Tavern. 20th. 1.
Old Moor Mining Company	46, Lime street. 23d. 1.
Wheal Brothers Mining Co.	White Hart Tavern. 27th. 12.
Wheal Gilbert Mining Co.	ditto. 28th. 12.
Wheal Sileas Mining Co.	ditto. 29th. 1.
Canada Company	St. Helen's-place. 29th. 1.

COMPANY.	MEETINGS.
North Consols Mining Company	10s. 21st. Barclay, Bevan, and Co.
Cornwall Great United	2s. 21st. Bosanquet and Co.
East Cornwall Silver Mining Co.	10s. 24th. Vere, Sapte, and Co.
Perran Consols Mining Co.	10s. 26th. Messrs. Hore, Copthall-court.
Wheal Gilbert Mining Company	5s. 26th. Messrs. Hore, Copthall-court.
North Cornwall Mining Co.	5s. 30th. Glyn, Halifax, and Co.
Wheal Acland Mining Company	10s. 3d. Jan. 2d. R. K. Frost, Lanneston.
Huel Grose Mining Company	10s. 2d. Jones, Lloyd, and Co.
Wheal Lenoy Mining Company	2s. 6d. 2d. Prescott, Grote, and Co.
London Grand Junction Railway	1s. 3d. Vere, Sapte, and Co.
South Polgoth Mining Company	10s. 10th. Sir J. Esdaile, and Messrs. Masterman and Co.
Wheal Sileas Mining Company	10s. 10th. Sir J. Esdaile, and Messrs. Masterman and Co.
Blaenavon Iron and Coal Co.	10s. 15th. Sir J. Esdaile, and Messrs. Masterman and Co.
South-Eastern Railway	5s. 18th. Moss & Co., Liverpool; Manchester and L'pool Dist. Bk.
Kefn Lead Mining Company	1s. Mar. 15th. Spooner and Attwoods.

COMPANY.	DIVIDENDS.
Hibernian Joint-Stock Company	2s. per cent. 19th Dec.
West Middlesex Water Works	4s. 5th Jan.
Birmingham Canal Navigation	4s. 5th.
Wicklow Copper Mining Company	10s. per cent. 5th.
Bolton Mining Company	1s. per share. 9th.
Southwark Bridge	1s. 12s. per cent. 14th.
Portsmouth and Farnington Water Works	1s. April.

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## NOTICES TO CORRESPONDENTS.

E. B. ON THE MINES OF IRELAND.—Not received.  
"A MINER" (Lancashire), whose letter we inserted some six weeks since, we shall be glad to hear from. We have already availed ourselves of his suggestions, but expect much from himself.  
"STEAM-ENGINES."—The table shall appear next week; while we would recommend Adventurers generally causing a register to be kept, they will then see the power of the several engines and the coal consumed. We recommend to all Companies, especially Scrip Companies, to observe this.  
"A. B." of Marazion has our thanks, he will find a copy of the "Mining Review" with Mr. Grylls, of Redruth.  
The volume with Tables on Tin Sales and Produce is now before us, but we must defer our notice until another occasion. We refer to the advertisement inserted in our present number.  
T. I. B.—As usual.  
W. S. M. shall hear from us.  
E. E.—Comme il faut.  
L. L. on the Greenwich Railway, next week.  
C. J. on "West Cork" shall be considered in our next.  
The Letter on Wheal Sileas and others, not inserted in consequence of the advertisements which have appeared. We agree with S. Y. that the Correspondence should have appeared—any thing like secrecy tells bad.

THE MINING JOURNAL,  
And Commercial Gazette.

LONDON, DECEMBER 17, 1836.

The remarks which appeared in our two last numbers on the proceedings of some of the Adventurers in "Tresavean," has elicited from several correspondents communications on the subject, and from one in particular, containing some severe comments on the conduct of certain parties, which we must, on that account, decline inserting. We cannot doubt but that explanations of a satisfactory nature can be afforded, and will, when the proper time arrives; but there being proceedings pending, by which the rights of the Out-adventurers (if any exist) will be secured to them by the decree of the Vice-Warden of the Stannary Courts, we feel that it would be an act of injustice to the parties implicated further to notice the case at this moment, unless to afford explanations.

The object in directing attention to it arose from the desire of putting Shareholders in London on their guard, because, if the characters of gentlemen so well-known and so highly respectable as those named, can be impugned, even by the suspicion of a course being pursued by them in promoting their own interests at the cost of the Out-adventurers, and thus betraying those who were incapable of protecting themselves, we can well imagine that many acts have been committed by parties of less weight and influence, which require a rigid examination.

If we consider the connexion which exists between the Smelter and the Merchant, between the Merchant and the Agent, and the vast power placed in the Purser's hands, which enables him, if so disposed, to waste the capital of the Out-adventurers (the Cornish Adventurer being, in most cases, interested, directly or otherwise, as a merchant in the supply of materials) we cannot but feel that the act of any parties resident in the county, under similar circumstances to those referred to, should be well inquired into, and if possible explained away, or otherwise be so exposed as to deter others from a similar commission. This can only be done through the medium of the press; and while we regret we should have occasion to advert to subjects of this nature, we trust that their infrequency will render the notice one of seldom occurrence, as reflecting discredit on a community to whom are intrusted the expenditure of so large a capital, and who, from the nature of the business with which they are associated, must necessarily possess our unlimited confidence, to ensure success.

The report of the proceedings at a meeting of one of the Companies lately formed, which appears in our present number, and the advertisements having reference to others in contemplation,

induce us again to offer some few observations.

more particularly called for at the present

culiar state of monetary affairs, is, we regret, JOURNAL,

only to press heavily on mining operations, but is

stances employed to create an unjust prejudice, which need not only to be injurious to mining pursuits and mining interests generally, but seriously to affect those who have unguardedly embarked their capital at high prices, or been too sanguine as to the results (and the time when they might be calculated upon) arising out of the investment. In the instance of the "British Tin Mining Company," we find Shareholders complaining that machinery has not been erected; and what is the cause of this complaint?—the announcement of the necessity of a further Call. Now, we would observe in this respect, we think the Directors have exercised a degree of prudence and caution, which it would have been well for Shareholders generally if it had been evinced in many Companies we could name, where capital has been expended in erections and machinery ere the lodes were proved.

It is but a short time since some 700 or 800 Shares in another Company were sold by auction at One Shilling a share; and another advertisement has since appeared, announcing another Call and further notice of Forfeiture. Inserted in our present number also are notices convening meetings of several Companies in the Eastern Division of the county of Cornwall, where misrepresentations have been discovered to have been made, the ill effects of which, by a change in the management, will be, it is to be hoped, avoided.

These are circumstances which, although not trifling in themselves, have an infinite effect on Shares generally; each holder of Shares calculating upon a like course being attendant the concern in which he is interested.

We had nearly omitted to state, that we have received a second notice of action at the suit of JOSEPH PIKE, the Managing Director of the "West Cork Mining Company;" the Solicitor of that Company, so that we have now two actions pending in this matter. We have not deemed it necessary to employ two distinct Solicitors, as Mr. PIKE has done, having ourselves only one course to pursue, while we suppose that Mr. FOURDRINIER being the Solicitor in one action, will not preclude us from examining him as a witness in the other, on some points with which we presume him to be well informed, and on which he will be naturally anxious to afford explanation. Having occasion to name Mr. PIKE, we may take the present opportunity of congratulating the Shareholders in the "London and Brighton," or rather, we believe we should say, the "Brighton and London Line of Railway," on the prospect of ejecting that gentleman from his office as director, at a meeting of proprietors, which we understand is to be held on the 16th of January. We are not aware whether the two actions will be tried antecedent to that day; should they, however, the evidence afforded may serve more than one purpose.

Mr. J. C. FOURDRINIER, the solicitor of the "West Cork Mining Company," is the secretary of the "Brighton and London Railway," and it is reported that that gentleman has been appointed to the office with a salary of £500. a year, for some three or five years certain. This is a fitting matter for inquiry at the General Meeting of the Shareholders, to which we refer, and when the connexion between the two Companies may be more distinctly understood from the information gathered by him in the office of secretary of the one, and solicitor of the other.

We are not in the secret as to the manner in which the meeting has been brought about, but we presume there is credit due to some parties for the course taken, on which we hope to be better informed before our next number.

We also learn, on good authority, that Mr. GREEN, the Solicitor to whom we are indebted for notice of one action, has filed six informations against Mr. MOON (one of the two Directors of the West Cork who act in union with the Shareholders) for having supplied stationery, &c. to the "West Cork Mining Company," the "Irish Fishery Company," and the "Brighton Railway." This is indeed carrying into effect the threat of Mr. PIKE, that he would smash that gentleman. We trust, however, that no jury will be found to assist him in this disgraceful act. The informers are Messrs. BROWNS and PULLING, the latter being a relative of Mr. JOSEPH PIKE. But we get tired of the subject.

Report however, adds, that the Rev. Mr. KNAPP and Mr. SOLARI, two of Mr. PIKE's friends or associates, have resigned their offices as Directors in the railway. If so, it augurs well. There is an old adage—which we will not however repeat. Several letters have been received, having reference to the "Irish Fishery Company," with which Mr. P. is also connected; but, from the high respectability of some of the parties in the direction, we are induced to hope that there will be no occasion for any remark on our part, as his secession may be calculated upon as a matter of course. We believe it was an act of "Providence," to which the Shareholders are indebted in the latter instance.

THE FUNDS.  
CITY, SATURDAY MORNING.

Consols for the opening, which in the early part of the week were quoted 88½, subsequently rallied to 89½, but have again receded to 88½, the present price. Bank Stock has advanced from 208 to 210, and India Stock for opening, is quoted 260. Exchequer Bills have been pretty steady at from 11 to 14 pm., and India Bonds at 8 to 10. In the Foreign Market, Spanish Bonds are about 1 per Cent. better, and Portuguese, which on Wednesday were done at 42½, experienced a rise of 4 per Cent. on the following day, leaving off, however, flatter. Spanish Debentures have fluctuated between 32 and 37, the last price being 34.

In the Share Market, a further advance has taken place in Railway Shares, although not fully maintained. London and Birmingham were at one time quoted 70 pm.; Great Western, 14½ pm.; Stephenson's London and Brighton 3½ pm.; and London and Southampton were also only 3 dis., they are however since quoted 5.6. The North Midland and others also experienced a rise. In Mining Shares there has also been more business doing at advanced prices, with an appearance of firmness which the market has not worn of late.

Consols for the opening closed at 88½. The Three-and-a-Half per Cent. Reduced Annuities are 96½; Bank Stock is 209½ money, and 210 time. In other respects the British Funds afford no room for comment.

Yesterday was settling-day in the Foreign Market; and as the account was a very light one, it has been easily arranged. Spanish Bonds closed

## LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account 88½; Three-and-a-Half per Cent. Reduced, 95½; Bank Stock 209½ to 210½, East India 259½ 6½, Exchequer Bills 12 14 pm., East India Bonds 110, Dofeh Five per Cents. 100½ ½, Portuguese Five per Cents. 43½ 44, Ditto Three per Cents. 27½ 28½. Railways—Stephenson's 2½ ½ pm., Great Western 13 14, London and Birmingham 73 6 pm., Southampton 7 to 6 dis.

BIRMINGHAM, DEC. 15, METAL MARKET.—COPPER.—We have no alteration to make from our last week's report as to the prices quoted. IRON.—In Shropshire and Staffordshire the demand is improving, and there is no doubt but the present quotations will be maintained, as any further reduction in the price of iron will probably be prevented by the recent measures adopted by the trade.

LIVERPOOL, DEC. 15.—By a private letter from Valparaiso, it appears that General Freyre had been surprised at Chiloe, and taken prisoner to the former place, where he arrived about 13th September.—There seems to be a general want of confidence in town, although trade generally is in a dull state, perhaps rather more so than usual at this period of the year. The Money Market is still very stiff.

PRICE OF COALS.—At the Monkland Canal Basin, the price of hard coal has been 16s., but is now the same as at the other depôts, 14s. a waggon. A similar reduction took place on Tuesday last at Westmuir colliery. The best coals delivered in town are 17s. to 17s. 6d. a waggon. At some pits the soft coal is 1s. to 2s. dearer than the hard; at others there is no difference.

## TIN COINAGE.

The Christmas half-yearly tin coinage terminated at Penzance, on Saturday last. The quantities have been at

Morwellham	58 blocks.
Calstock	41
Truro	485
Hayle	109
Penzance	257

Total.....980 blocks.

This is rather less than usual, but more than might have been expected, seeing that the tin ore of some of the largest mines, near St. Ives, has not been brought to ticketing, owing to the depressed and uncertain state of the trade.

The first sale of Manganese at Ideford mine, near Chudleigh, took place on Thursday last, when about forty tons were sold. From the excellence of quality, and extent of the beds, it is believed that the shareholders will be speedily and amply remunerated for their spirited exertions.

## BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM SEPT. 20 TO DEC. 13, INCLUSIVE:—

LIABILITIES.	ASSETS.
Circulation.....£17,361,000	Securities.....£28,971,000
Deposits.....13,330,000	Bullion.....4,545,000
	£30,691,000
	£33,516,000

IRON-TRADE.—At a numerous meeting of iron-masters, held at Newport, on Saturday, December 3, it was unanimously determined to maintain the price of bar-iron at 10l. per ton in Wales, and No. 1 Foundry pig-iron at 6l. per ton. It was also unanimously agreed to reduce the make of iron one-fifth; twenty to thirty furnaces are to be blown out by the 15th instant. In Shropshire and Staffordshire the demand is improving, and there is no doubt but the present quotations will be maintained, and any further reduction in the price of iron will probably be prevented by the measures adopted by the trade.

DISCOVERY OF COAL.—On Monday, the 5th instant, a singular discovery of a seam of coal was made in Berwick. While some alterations were being made in the pavement in the yard belonging to Mr. Ralph Smith's house, in Bridge-street, the workmen dug up a quantity of coal. Curiosity dictated a further search, and the consequence was, that at the depth of about six inches from the surface they came upon a seam of coal, which measured three feet one inch in thickness. The quality has been put to the test, and is pronounced excellent. The treasure, however, has not been improved, but has been again covered in with the earth. Several years ago a similar discovery was made in Eastern-lane; the present, therefore, appears to be a continuation of that seam.—*Berwick Advertiser*.

COLLIERS.—Measures have of late been taken by the great body of the operative colliers in Ayrshire, to form a union, preparatory to making a general strike. In some collieries, at a considerable distance from Kilmarnock, demands were made on the masters for an advance from 1s. 6d. to 2s. per day; but these have not been acceded to. The master colliers are resolved to resist the attempts made by the men to force them to give an advance.—*Glasgow Chronicle*.

DUBLIN AND DROGHEDA RAILWAY.—Here are public works which will really be beneficial, now and hereafter, to the country; now, as they will give immediate employment to our superabundant population; hereafter, as they must lead to similar enterprises, not only in the north but in every part of Ireland; and ultimately as they will bring all parts of this country, as it were, together.—*Dublin Evening Post*.

COAL MINES.—A temporary cessation of the working in the coal-mines of this neighbourhood has taken place, in consequence of the coal-masters having found it necessary to make a slight reduction in the rate of wages. It will be recollected that a rise took place a few months ago, and it is not expected that the reduction will be resisted beyond a day or two.—*Wolverhampton Chronicle*.

MEDALS.—The cabinet of medals at Madrid contains 90,227 pieces, of which 2672 are in gold, 30,692 in silver, 51,186 in copper, 366 in lead, and 50 in wood; 835 casts in wax, and 336 in gypsum. They are arranged in 1439 cases.

CITY OF LONDON AND RICHMOND RAILWAY.—The whole of the Parliamentary plans, sections, and books of reference, connected with this undertaking, have been deposited with the clerks of the peace, &c., and with the clerks of the several parishes through which the railway is intended to pass. A more beautiful set of plans, we are informed, will probably have never been produced before the Houses of Legislature than these. The proprietors, lessees, and occupiers on the line are almost unanimous in support of this undertaking, which will be in itself of vast advantage to nearly all the railways approaching the metropolis, and likewise the originator of an impulse toward improvement in parts of this vast city where it is most required. There is little doubt, which ever Brighton line is successful, but that it will run with the City Railway, as by so doing the great object of a North and South Junction will be at once effected.—*Railway Magazine*.

EFFECTS OF SEA-WATER ON IRON.—Iron, after remaining a long time submerged in the sea, is converted into plumbago. As an evidence of this change, M. Eudes Deslogne has lately presented to the Linnean Society of Normandy some cannon balls taken from the bottom, off Cape la Hague, which were sunk with the ships under Admiral Tourville, in 1692. They do not at first sight appear to have undergone any change; but, when examined, are found to have lost two-thirds of their weight, and may be scraped or cut with a knife, like black lead. They contain no remains of their original ferruginous qualities, and have not the least effect upon the loadstone or magnetic needle.

COLossal STATUES.—The eight colossal statues which are to be placed round the Place de la Concorde in Paris, are intended to represent the eight great cities of France, viz. Bordeaux, Lille, Lyons, Marseilles, Nantes, Rouen, Strasbourg, and Toulouse.—*Athenaeum*.

GREEK INSTITUTIONS.—A university has just been founded at Corfu; M. Orioli is the professor of natural philosophy. M. Donnando, one of the pupils of M. Boubée, and who explored the Pyrenees with him, is appointed to superintend the museum lately founded at Athens.—*Athenaeum*.

CURIOUS BOTANICAL FACT.—The assertion of Sir Humphrey Davy, that no species of plant will vegetate downwards, has been lately contradicted by an experiment made by Messrs. Lockhart and Co., florists, of Cheapside, in a narcissus, the bulb of which is placed in a large glass vase filled with water. The narcissus is now on the point of coming into flower downwards, a large pod of bloom and several long leaves being already visible in the winter.







## TAMAR SILVER LEAD MINING COMPANY.

Dec. 12.—The lode in the twenty-seven fathom level south is one foot and a half wide, containing silver lead ore (though not rich) in a promising matrix of mende, quartz, and fluor spar. We are also driving the eighty-five, seventy-five, and thirty-five fathom levels south; in each level the lode is from nine to twelve inches wide, of a promising description, producing a small proportion of silver lead ore. We are still clearing the sixty-five and forty-five fathom levels. The summen continue engaged in cutting down the engine-shaft from the eighty-five to the ninety-five fathom levels. On Tuesday last we sampled a parcel of silver lead ore, computed twenty-seven tons, for sale on Thursday next, the 15th inst. W. PETHERICK.

## EAST CORNWALL MINING COMPANY.

Dec. 12.—In sinking the engine-shaft below the forty-five fathom level we have intersected several branches of quartz, containing spots of copper ore, and are at present uncertain whether they are the south lode in a disordered state. The north lode, in the forty-five fathom level west, is two feet wide, containing quartz, mende, and carbonate of iron. In consequence of the water having increased, we have been obliged to suspend the sinking on this lode, under the thirty-five fathom level east of the engine-shaft. We find the water increasing on sinking Flap-jack shaft below the ten fathom level. The lode east of the shaft at that level is two feet wide, of a promising description. On Thursday last we sampled a parcel of silver ores, computed fifteen tons, to be sold on Monday next, the 19th inst. W. PETHERICK.

## PERNAN CONSOLIDATED MINING COMPANY.

Dec. 12.—At West Wheel Hope we are casing and dividing down the shaft to the twenty fathom level, which we should complete by the middle of this week, when we intend to begin to cut a whim-plat at that level preparatory to sinking for a thirty fathom level. The tributaries here, in this part, are raising sufficient lead to make them good wages. The south cross-cut is proceeding with much dispatch towards the primary object. The two wings sinking on Mudge's north and south lodes continue productive for lead quite as well as when we last reported. The wing sinking on Anthony's lode we have been obliged to suspend in consequence of meeting with water. The same men we have removed to sink on Mudge's lode, to the west of the Old Puffer engine-shaft. Our present pump-shaft is sinking with much speed. R. ROWE.

## WEST WHEEL JEWEL MINING ASSOCIATION.

Dec. 12.—Owing to the continued floods, we have, at Buckingham shaft, been clearing a run that came down this week, which is now made all secure. The south adit shaft is twenty-one fathoms under the surface. In stopping the ground, from the wing west of Quarry shaft, we have some excellent specimens of tin, and it appears to be improving as it goes west; we have therefore put four men to drive on the course of the lode, to open more ground upon it. We have this day suspended sinking the wing under the deep adit, north of Old Sump shaft; the lode continues its size about four feet wide, but the water impeding us we thought it best to wait till the floods cease. We have cleared the middle adit, west of Roselobby shaft, about fifty fathoms, and find it a firm level, only full of stuff for the next twenty fathoms, which we are very busy about at this time. In consequence of the floods we cannot proceed with Quarry shaft. MATTHEW WILLIAMS.

## UNITED HILLS MINING COMPANY.

Dec. 13.—Twenty-five Fathom Level.—In driving east at this level the lode is about four feet wide, producing some good ore, but generally poor. The lode on the western end of this level is improved in size and quality since our last report. Adit Level.—In the western end of this level the lode is about five feet wide, producing a little more ore than it has for several fathoms driving. In the eastern end the lode is larger than it was last week, but producing little ore; pitches in the back-over continue good. Ten Fathom Level.—In the eastern end of this level the lode is two feet wide, coarse in quality. In driving west of James' the lode is about two feet wide, producing some good ore, with a kindly appearance. The pitches at this level are producing a fair quantity of ore. Twenty Fathom Level.—The lode in the western end of this level is five feet wide, two and a half of which is good ore. In the eastern end the lode is not looking quite as good as when last reported. In sinking the wing below this level the lode is ore 'throughout. We can report no alteration in the pitches during the past week. Twenty-seven Fathom Level.—At this level the lode is eighteen inches wide, with little ore, but coarse. Thirty Fathom Level.—The men that were driving this level have been engaged at surface during the past week. Thirty-six Fathom Level.—The lode in this level is from six to seven feet wide, producing but very little ore. The ground in the cross-cut continues good. C. PENROSE.

## EAST WHEEL STRAWBERRY MINING COMPANY.

Dec. 12.—At Orchard the lode in the twenty-four fathom level west is about three feet wide, principally composed of quartz, and not at present productive. East of the shaft, at that level, it is about two feet wide, containing pretty much peach, and of a promising description. At the sixteen fathom level, east, it is two feet six inches wide, and kinder than last stated to you. Owing to the continued rains the water has not been drained at Trewhithen old mine during the last week. At the Corner shaft the men have been engaged in fixing a small lift for draining the water previous to our driving the twenty-five fathom level on Trewhithen south lode. W. PETHERICK.

## NEW SOUTH HOOK MINING COMPANY.

Dec. 10.—The continued rain has prevented the possibility of resuming operations in Deacon's shaft since the last report. J. E. BLEWETT.

## FOREIGN MINES.

## PENOLAS GOLD MINING ASSOCIATION.

Oajaca, Sept. 20.—My last letter to you was dated on 9th ult., handing you rays accounts and a report from Mr. Quin, and having just received your favour of 10th July, I hasten to address you these few lines by this post, in order to be in time for the return of the packet.

The notices that have been transmitted you from time to time, as well by Mr. Quin as myself, on the state of our affairs in Penolas, have always been represented as circumstances then justified. In all those mines there are constant changes for the better or worse; one month we go on tolerably well, and when expectation is at the greatest height, we find disappointment frequently follow. During our working in San Juan, the appearances have been more than once of a decided bonanza; and it was doubtless at such a juncture, and under that impression, when Mr. Quin sent off his cheering despatches, and entertained the hope that we should be able to carry on the works in a profitable way without any further pecuniary aid from you. Although we have not gone on badly, still we cannot boast of such a state of independence. By my subsequent correspondence, you would see that the vein of San Juan became narrower and harder, and yielded less ore, which it continued to do till last week, that the ground became softer again, and more promising.

The ores extracted during the first four months' working, 755 cargues, were finished to be ground this day week; but being alone, and not in very good health, it was not possible for me to go and attend the dressing as I had thought of doing, and even promised you. It was done by Messrs. Quin and Contreras, and the result of the operation from pans and boxes, is 9lbs. 5oz. 4dwt. Troy, which will be brought to town in a day or two by the latter. This gold, with the 86 6-16th oz. Mexican, taken at twice from the pans, will make the average of the ores yield equal to four and a half adames per carga, which upon the whole is not such a bad standard—indefinitely better than any thing we have hitherto had, and which would be very satisfactory if we could double the extraction. Although no profits will likely appear in the accounts to be rendered Contreras in this first experiment, as he has nothing but his mine to depend upon for subsistence, I shall have to advance him a little cash for personal expenses and immediate wants. This, however, will not be to a great extent, unless something very favourable should turn up in the mine this week, which Mr. Quin gives me some reason to expect.

As there were more than 250 cargues of San Juan ore in readiness for the new account, they are going on grinding it, and in order that the mill may have plenty to do for five or six weeks, I have told Mr. Quin to employ a few more hands, and to force the extraction as much as may be. As soon as this batch is got through, it is likely we shall have to grind up some of the large heap of poor ores from the Angustias and Guadalupe, now lying in the Galera. As soon as my adjutant returns to Oajaca, and I can get away for a few days, I shall ride out to Penolas, and we shall then determine to what extent San Juan shall be worked; my idea is, that as soon as the rains are over, to employ fifteen to twenty paradals there for two or three months. They will doubtless bring about some result; if a good one, we continue to work; and if not, the mine had better be given back to Contreras, as it will not answer his purpose or yours to be passing away time, and doing nothing.

Oct. 1.—I beg your reference to the accompanying duplicates of what I addressed you on 20th August and 20th ult., and I now wait upon you with Mr. Quin's report, and copies of rays and accounts for September.

Mr. Contreras appeared yesterday with the gold taken from the last dressing of the San Juan ores; it weighed 123lbs. Mexican, which at 814 2, are \$1752 6 to the credit of the Penolas concern. This gentleman brought in a statement of accounts for the first four months working of his mine; and after charging for rays, freight, grinding, reduction, and \$50 per month towards covering Mr. Quin's expenses, there appears a loss of \$440 5. This he is somewhat disappointed at, as he counted on a profit on which to subsist for the time being. The loss, however, is very insignificant; and before I can resolve to give back his mine, it is necessary that we make further trials, although we should have to pay him a sort of rent. Mr. Quin's advice to me during the past week, have not been so favourable as he had given me to expect; some of the works have become unproductive by the ore losing its standard, which places me somewhat in a dilemma, and makes Mr. Contreras

desirous to receive back his mine, so as to continue working it in participation with the Indians and people of the country. Mr. Quin came also to town yesterday, to be here with Contreras, and see what should be agreed upon. There is no other remedy than to follow the course pointed out to you in my last, that of persevering for two or three months more, and making such other researches as circumstances may appear to justify—during all which, if something favourable turns up, there will be no difficulty in continuing, but if not, we shall have to retire from San Juan; and such a step would prove a final blow to the whole establishment, as I do not see where else the people could be employed with a reasonable hope of success. The state of the Angustias and all your other mines, certainly offer no inducement to spend money on them; and in the event of its becoming absolutely necessary to give up the concern, which I hope will not be the case, I should like to know if you would like to go to the expense of maintaining the property amparada, or if you preferred to withdraw your pretensions to it, and wished to give over the mines to their former owners. Pray tell me your feelings on these matters, to serve in case of need. Some instructions thereon cannot in any way prove injurious to you, whilst they may be beneficial. The heavy rains prevented sufficient ore being brought from San Juan to keep the mill going, and they have had to commence on those of the Angustias and Guadalupe, that were already in the Galera.

Oct. 19.—I confirm to you the contents of the enclosed press copy of what I last addressed you on the 1st inst., and although the August packet letters have arrived, I was not favoured with any of your letters. Your operations in Penolas are being steadily carried on; until last week most of the works continued unproductive, and offered nothing favourable in San Juan. Two labores, however, in soft ground have changed for the better by yielding receivable ore, and a small extraction is going on; upon the whole, however, the state of affairs is not what I could wish; if we do not make a profit between now and the end of the year, I shall have to allow Mr. Contreras a monthly rent for him to have something to subsist upon, and after then, if nothing decisive result from the different researches that are being made, I repeat to you the same as stated in my last, that there will be no other alternative than to give up and retire altogether from Penolas.

The mill is grinding the poor ores of the Angustias and Guadalupe, but as the dry weather has set in very suddenly, the tea heads are going but slowly.

You may depend that every exertion will be made to save your establishment from ruin and perdition, and I hope to communicate to you more favourable news. J. SADLER.

## UNITED MEXICAN MINING ASSOCIATION.

La Purisima.—La Merced.—The ores had become so scarce in this working, that it was deemed advisable to suspend it, and remove the barmen to more productive points, with the exception of one pair, which is employed at the bottom, opening a communication with a neighbouring camp, for the sake of ventilating the works of La Purisima generally.

Santa Victoria.—The ores have fallen off considerably in the pit of Senor de Rayas, which now merely contains common ore. The end to the north-west has been communicated with the pit of Santa Victoria, and produced good ores to the last. The end to the south-east continues to improve as it advances, and is yielding a considerable portion of ore. The pit of Espiritu Santo is likewise very productive, and within the last week a small body of ore, of fair quality, has been laid open to the upper part of the regular body. The end to the south-east has been communicated with the pit of Los Remedios, which advances on a fine body of common ore, together with a fair quantity of rich ore, amongst which some rich threads are occasionally found. Two ends to the south-east are being worked on ores similar to those of the pit. In the cratadero of Espiritu Santo, the best ores are found from the centre of the roof of the working running down to the very bottom of the end to the north-west, the quality continuing very good. Nothing very promising has been discovered to the south-east. The pit of San Porfirio is advancing very steadily, and contains some rich threads amongst the common ore. The end of Santa Victoria has fallen into an unproductive state; the reliz upwards continues very clearly defined, and a slight appearance of ore has been met with above this reliz.

The ores, from the late communication with Mellado, have fallen off very considerably; the end to the south-east communicated with an old working, and the body of ore in the roof of the working has become very narrow, and the quality rather ordinary. Thirty-eight pair of barmen are employed in La Purisima by day, and thirty-four by night. The weekly produce of ore, in a rough state, has averaged 1450 cargues, which, when picked, have yielded 310 cargues of ores for amalgamation of about twenty marces per monton in the patio, and two marces per monton of plata de ley in the grinding mills, fifty cargues of tierras de mortero, and 225 of tierras de labor, of about six marces per monton.

San Cayetano.—Pit of La Luz.—The narrow band of rich ore that crossed this working has nearly been lost sight of, and the class of the ores is not so good as it was formerly.

Second Pit de Jesus.—The ores are met in some abundance in this working, and some good bunches of rich ore are found amongst the common, but these bunches are very inconstant, and have no fixed place in the pit; sometimes appearing in the centre, sometimes to the north-west, and sometimes to the south-east. The end to the south-east advances without much variation.

Third Pit de Jesus produces a fair quantity of common ore, together with some small bunches of rich ore. The end to the south-east has been communicated within the fourth pit, in which the ores are being followed up without any particular variation being observed. In the end to the south-east of this fourth pit the ores are both scarce and inconstant. Thirty pair of barmen are employed in San Cayetano by day, and twenty-eight by night.

Los Reyes.—This working is still producing a considerable quantity of ore, of a very good quality, from the north-west side, but it cannot last long, as there is not solid ground to any extent. Eight pair of barmen are employed by day and as many by night. The weekly produce of ore, in a rough state, from San Cayetano and Los Reyes, has averaged 1520 cargues, which, when picked, have yielded 385 cargues of ores for amalgamation, of about twelve marces per monton, and eighteen cargues of rich tierras de mortero, of about nine marces per monton.

San Miguel.—In the cross-cut at the bottom, several relizes have been cut through, but no appearances of ore have been met with lately. A clearly defined reliz has just been laid open, but has not yet been broken through. In the end to the south-east ordinary ore is met with, and the appearances on the south-west side are most decidedly improving, but nothing of any consequence has been met with.

There have been four sales of ores extracted by the buscones, amounting in all to \$10,698 1, of which one-half, \$5349 0 4, belongs to the mine; and 1000 cargues of tierras de labor from La Purisima have been sold for \$2000.

Ores sent to the haciendas.—San Matias, 800 cargues; Barrera, 2254 1/2—Total, 3054 1/2.

The ores on hand are calculated at 1195 cargues, in a pick-d state, and 2275 cargues in an unpicker state.

Guadalupe, Oct. 17.—Rogas.—I am happy to say the improvement in this mine, alluded to in my last despatch, has continued without any material variation. The extraction of ores is on the increase, and is now more than the quantity capable of being reduced at the haciendas; which circumstance, and very fair terms being offered, have induced us to sell 1000 cargues tierras in \$2000, which otherwise would have been sent to Barrera for reduction. The four sales of ore on joint account with the buscones, made during the last four weeks, amount to \$10,698 1, which also show an increase on former months. Should the mine continue in its present productive condition, the present year will yield a surplus over expenses.

Finance.—Our pecuniary means and resources are, I am gratified to say, improving gradually every day. The statement of outlay and receipts in respect of the mine of Rayas, from the 23rd ult. to the 8th inst. (which could not be carried to a more recent date, the memorias of the last week not being yet in our possession), will also show an increase of nearly \$3500.

Guadalupe, Oct. 17.—Statement showing the outlay and receipts in respect of the mine of Rayas, from the 1st February to the week ending the 8th October, 1836, and the value of ores on hand:—

Amount of memorias of the mine	\$305,087 4 7
Ditto ditto San Matias	28,250 7 5
Total receipts during the same period	\$333,338 4 4
Value of Ores at the Haciendas.	
At San Matias	\$60,130 0 0
Barrera	26,434 0 0
The mine of Rayas	15,855 0 0
Total	\$102,419 0 0
Profit	\$66,866 1 6

J. N. SHOGLER.

RAILROADS IN BELGIUM.—The works of the iron railroad proceed with activity. The solicitude of the Government in this great enterprise coincides with the opinion of the public, who see, in the execution of these works, a new source of prosperity and national glory.—*Railway Magazine*.

AMBER.—The beautiful amber which is found on the eastern shores of England, and on the coasts of Prussia and Sicily, and which is supposed to be fossil resin, is derived from beds of lignite in the tertiary strata. Fragments of fossil gum were found in digging the tunnel through the London clay at Highgate, near London.

## AMERICA.

The stock of gold and silver in this country has been greatly increased within the last four or five years, as appears by the following notes made from the several reports of the Secretary of the Treasury:—

Imports.		Exports.	
Gold.	Silver.	Gold.	Silver.
Dollars.	Dollars.	Dollars.	Dollars.
821,146	7,334,518	from 1829 to 1830	485,513
932,024	6,373,916	1830	521,055
716,686	5,190,818	1831	622,663
611,852	6,160,676	1832	538,405
3,766,172	14,145,460	1833	299,680
		1834	1,386,581
2,325,196	10,806,251	(Panic season.)	
		1834	625,679
9,173,076	50,011,930	1835	5,122,495
			3,482,995
			18,375,360

To which add, for the present year, say 8,500,000 dollars in gold, and perhaps 3,000,000 in silver, for excess of importation over exportation; and it shows an addition to our previous existing currency of the sum of 14,190,081 dollars in gold, and 34,636,549 dollars in silver, without taking into account the products of our gold mines in Virginia, North Carolina, and Georgia (first discovered in 1803), during the same period of time, or the quantity brought by emigration, since the quantity taken out of the country by passengers to Europe and elsewhere (whether of which kind of importation or exportation passes through the Custom-house) can bear but a small proportion to the amount brought in by emigrants and others.—*Morning Chronicle*.

Statement of the Deposits and Coinage of Gold at the Mint of the United States in the month of October, 1836:—

Balance remaining uncoined, September 30	\$1,016,185
Deposits for Coinage	
Bullion of the United States	\$29,850
Foreign Bullion	3,310
United States Coins of foreign standard	none
Foreign Coins	57,680
	90,840

Amount of Gold Coinage within the month of October, including \$96,305 in quarter-eagles

	576,940
Balance remaining uncoined, October 31	\$530,785

## FROM THE LONDON GAZETTE,

Tuesday, Dec. 13.

## PARTNERSHIPS DISSOLVED.

C. Coles, sen., and C. Coles, jun., Great Tower-street, West India brokers.—J. W. Roberts and J. Parkes, Birmingham, wool-staplers.—R. Scott and E. T. Wiggin, Kirkdale, near Liverpool, fellmongers.—W. W. Garlick and T. Dickson, Manchester, plumbers.—W. H. Barnard and C. Barnard, Liverpool, merchants.—W. D. Mills and E. Mills, Jernyn-street, St. James's, butchers.—J. West and M. Hayward, Ernest-street, Regent's-park, tailors.—T. Vent and J. Marshall, jun., Boston, Lincolnshire, slate-merchants.—G. Jackson and T. Clark, Manchester, wine-merchants.—S. Davis and I. King, Oxford, book-builders.—J. Bulman and G. Bulman, Newcastle-upon-Tyne, ironmongers.—W. Hulme, J. Dawson, and M. Moss, Macclesfield, silk-dyers, as far as regards M. Moss.—R. Hardey, E. Cadman, and J. Cadman, Hull, vessel-owners.—J. Pacey and R. Westland, Boston, Lincolnshire, wine-merchants.—W. Clay, E. Johnson, and S. Clay, Manchester, as far as regards E. Johnson.—J. Moore and F. Davidson, Manchester, joiners.—J. Wallwork and S. Abel, Little Bolton, Lancashire, brass founders.—P. Sangrouber and M. L. Sangrouber, Gerrard-street, Soho, tailors.—S. Isherwood and J. E. Isherwood, Manchester, silk-manufacturers.—S. Horrocks, sen., T. Miller, S. Horrocks, jun., T. H. Kerfoot, and P. Horrocks, London, merchants, as far as regards P. Horrocks.—G. A. Ston, C. Stirling, R. Alston, S. D. Stirling, R. Scott, and K. Duncan, Glasgow, bankers.

## INSOLVENT.

Dec. 9.—Israel Alexander, Chiswell-street, horse dealer.

## BANKRUPTS.

Henry Cox, Goswell-street, soap-manufacturer, to surrender Dec. 22, Jan. 24, at the Court of Bankruptcy, Basinghall-street. Solicitors, Messrs. Wood and Ellis, Corbet-court, Gracechurch-street; official assignee, Mr. Clark, St. Swin's-lane.

John Anderson, Old Broad-street, merchant, Dec. 22, Jan. 24, at the Court of Bankruptcy, Basinghall-street. Solicitors, Messrs. Roy, Blunt, Duncan, and Johnston, Liverpool-street, Bishopsgate-street; official assignee, Mr. Graham, Basinghall-street.

Henry Alexander Douglas, Old Broad-street, merchant, Dec. 20, Jan. 24, at the Court of Bankruptcy, Basinghall-street. Solicitors, Messrs. Roy, Blunt, Duncan, and Johnston, Liverpool-street, Broad-street-buildings; official assignee, Mr. Pennell.

John Ingram, Birmingham, grocer, Dec. 24, Jan. 20, at the Court of Bankruptcy, Basinghall-street. Solicitors, Messrs. Sweet and Sutton, Basinghall-street; official assignee, Mr. Belcher.

Thomas Legg, Windmill-street, Tottenham-court-road, carver and gilder, Dec. 22, Jan. 24, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Oliver, Cheap-side; official assignee, Mr. Tarquand, Cophthall-buildings.

George Suggett, Barbican, merchant, Dec. 20, Jan. 24, at the Court of Bankruptcy, Basinghall-street. Solicitors, Messrs. Swain, Stevens, and Co., Frederick's-place, Old Jewry; official assignee, Mr. Goldsmid, Ironmonger-lane.

Henry Cooper, London-street, Ratcliff, flour-factor, Dec. 21, Jan. 24, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Silvester, Great Dover-street, Southwark; official assignee, Mr. Johnston, Basinghall-street.

Joseph Hall, Savage-gardens, Tower-hill, wine-merchant, Dec. 20, Jan. 24, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Shirreff, Lincoln's Inn-fields; official assignee, Mr. Green, Aldermanbury.

Henry Weston, Chailly, Sussex, victualler, Dec. 22, Jan. 24, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Collins, Great Knight Rider-street; official assignee, Mr. Gibson, Basinghall-street.

John Jeallous Brimmer, Greek-street, Soho, printer, Dec. 24, Jan. 24, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Hunt, St. Mildred's-court, Poultry; official assignee, Mr. Alsager, Birch-lane, Cornhill.

Thomas Taylor, Topping's-wharf, Tooley-street, cheese-factor, Dec. 24, Jan. 24, at the Court of Bankruptcy, Basinghall-street. Solicitors, Messrs. Smithson and Dunn, Southampton-buildings, Chancery-lane; official assignee, Mr. Alsager, Birch-lane, Cornhill.

Joseph Batchelor, Newport, Isle of Wight, mercer, Dec. 21, Jan. 24, at Yell's Hotel, Ryde. Solicitors, Mr. Hewson, Gosport; and Messrs. Dyne, Lincoln's Inn-fields.

James Enderby Nicoll and John Warburton, Liverpool, tailors, Dec. 24, Jan. 24, at the Clarendon Rooms, Liverpool. Solicitors, Mr. Mawdsley, Liverpool; and Messrs. Adlington, Gregory, Paulkner, and Follett, Bedford-row.

Thomas Johnson, Macclesfield, draper, Dec. 27, Jan. 24, at the Commissioners' Rooms, Manchester. Solicitors, Mr. Norris, Manchester; and Messrs. Norris and Allen, Bartlett's-buildings, Holborn.

Robert Musgrave, Liverpool, linen-draper, Dec. 24, Jan. 24, at the Clarendon Rooms, Liverpool. Solicitors, Mr. Holden, Liverpool; and Messrs. Walsley, Keightley, and Parkin, Chancery-lane.

George Foster, North Curry, Somersetshire, draper, Dec. 21, Jan. 24, at the Commercial Rooms, Bristol. Solicitors, Messrs. Clarke and Sons, Bristol; and Messrs. Jenkins and Abbott, New Inn.

Thomas Evans, Bridgend, Glamorganshire, draper, Dec. 21, Jan. 24, at the Commercial Rooms, Bristol. Solicitors, Mr. Pridaux, Bristol; and Messrs. Holme, Frampton, and Loftus, New Inn.

Joseph Dickinson, Denham Springs, Lancashire, calico-printer, Dec. 28, Jan. 24, at the Town Hall, Preston. Solicitors, Mr. Makinson, Blackburn; and Messrs. Makinson and Sanders, Elm-court, Middle Temple.

## DIVIDENDS.

Jan. 5. W. Walton, Chalmers-street, St. James's, tailor.—Jan. 5. W. Hindley, Gray's Inn-lane, cheesemonger.—Jan. 6. J. Goodburn, Brighton-place, New Kent-road, silversmith.—Jan. 4. T. Youde, Woodwich, victualler.—Jan. 4. R. Dean, Milner-place, Lambeth, builder.—Jan. 4. A. Bruce, London, army-clothier.—Dec. 20. D. Morgan, Rhosmaen, Carmarthenshire, tanner.—Jan. 7. B. Righton, Eastcheap, cooper.—Jan. 7. G. Simpson, Upper Grosvenor-street, Grosvenor-square, mariner.—Jan. 12. T. H. Dobbs, Gainsburgh, Lincolnshire, innkeeper.—Jan. 10. J. Delamare, Liverpool, grocer.—Jan. 10. J. Barrow, Manchester, cotton-merchant.—Jan. 6. C. I. Wadson, South Hamlet, Gloucestershire, victualler.—Jan. 12. T. Bumpus, jun., Northampton, grocer.—Jan. 12. J. Garton, Myton, Kingston-upon-Hull, lighterman.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Jan. 3.

J. Wilkes, Cheltenham, builder.—J. Harrison, Liverpool, merchant.—A. Horton, Sheffield, button-manufacturer.—T. Hill, Bow Churchyard, linen-factor.

## SCOTCH SEQUESTERATIONS.

Thomas Gillespie Ferguson, Glasgow, merchant, Dec. 16, Jan. 3, at the Black Bull Inn, Glasgow.

John Waugh and William Innes, Edinburgh, booksellers, Dec. 16, 30, at the Old Signet Hall, Edinburgh.

## Friday, Dec. 16.

## PARTNERSHIPS DISSOLVED.

E. Nicholson and J. Thompson, Star-court, Broad-street, wholesale drapers.—M. A. Sheard and J. Evans, Oxford, stationers.—J. Stacy and W. Stacy, Great Farington, Berks, farmers.—J. Thomas and E. Thomas, Northwich, Cheshire, grocers.—C. F. Miffin, T. Dry, and J. Nicol, Tottenham-court-road, woollen-draper; as far as regards J. Nicol.—W. Gibson and W. H. Jackson, Birmingham, iron manufacturers.—F. Holland and G. Holland, Godalming, Surrey, moorlanders.—J. Russell, J. Matthews, and S. Stringer, Southwark, solicitors; so far as regards J. Russell.—J. Moore and W. Pople, Leeds, linen-manufacturers.—T. Stroud and W. Plumley, Bristol, coal-dealers.—T. Turner and C. Emmott, London-road, Southwark, house-painters.—F. J. Graham and G. M. Williams, Burgh, Cumberland, manufacturing chemists.—C. Rumley and W. McCarthy, Portsmouth, slopsellers.—T. Webb, W. H. Richardson, and B. Richardson, Worsley, Staffordshire, flint glass-manufacturers; so far as regards T. Webb.

## INSOLVENTS.

Dec. 15, George Daniel, Thanet-place, Strand, bill-broker.

Dec. 16, Paul John Bedford, Percy-street, Tottenham-court-road, music-seller.

## BANKRUPTS.

James Wingfield, Long-lane, Smithfield, saddler, to surrender Dec. 27, Jan. 25, at the Bankruptcy Court, Basinghall-street. Solicitor, Mr. Maddox, Austin-street; official assignee, Mr. Locketing, Basinghall-street.

George Pettit, Rotherhithe, carpenter, Dec. 22, Jan. 27, at the Bankruptcy Court, Messrs. Kirkman and Rutherford, Cannon-street; official assignee, Mr. Abbott.







## PRICES OF STOCKS.

## ENGLISH PUBLIC FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
Bank Stock, 5 per Cent.	209	208 9/4	209 1/4	210	209 1/4
3 per Cent. Red. Anns.	87 1/2	87 1/2	88 1/2	88 1/2	87 1/2
3 per Cent. Consols.	181 1/2	181 1/2	182 1/2	182 1/2	181 1/2
3 per Cent. Anns.	172 1/2	172 1/2	173 1/2	173 1/2	172 1/2
3 per Cent. Red. Anns.	96 1/2	96 1/2	97 1/2	97 1/2	96 1/2
New 3 1/2 per Cent. Anns.	97 1/2	97 1/2	98 1/2	98 1/2	97 1/2
Long Anns. 1850.	144	144	144 1/2	144 1/2	144
Anns. for 20 Years 1850.	144	144	144 1/2	144 1/2	144
Ditto. 1850.	144	144	144 1/2	144 1/2	144
Omnium	144	144	144 1/2	144 1/2	144
India Stock, 10 1/2 per Cent.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
South Sea Stock, 3 per Cent.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Ditto Old Anns. 3 per Cent.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
3 per Cent. Anns. 1751	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
India Bonds, 4 per Cent.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Exchequer Bills, 2 1/2. 1000.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Ditto Small. 15 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Ditto Comm.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
3 p. Cent. Cons. for Op. 13 Jan.	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
India Stock for Op. 13 Jan.	290	290 1/2	290 1/2	290 1/2	290

## BANK OF ENGLAND—TRANSFER BOOKS.

	Thursday	Friday	Monday	Tuesday	Wednesday	Thursday	Friday
New 3 1/2 per Cent.	Thursday, Dec. 1, 1836.	Friday, Jan. 13, 1837.	Monday, Jan. 13, 1837.	Tuesday, Jan. 10, ..	Wednesday, Jan. 6, ..	Thursday, Jan. 2, ..	Friday, Jan. 23, ..
3 per Cent. Consols.	Thursday, Dec. 1, ..	Friday, Jan. 13, ..	Monday, Jan. 13, ..	Tuesday, Jan. 10, ..	Wednesday, Jan. 6, ..	Thursday, Jan. 2, ..	Friday, Jan. 23, ..
New 5 per Cent.	Tuesday, Dec. 6, ..	Friday, Jan. 6, ..	Monday, Jan. 23, ..	Tuesday, Jan. 10, ..	Wednesday, Jan. 6, ..	Thursday, Jan. 2, ..	Friday, Jan. 23, ..
Annu. for Forms of Years	Wednesday, Dec. 7, ..	Monday, Jan. 23, ..	Tuesday, Jan. 10, ..	Wednesday, Jan. 6, ..	Thursday, Jan. 2, ..	Friday, Jan. 23, ..	Monday, Jan. 23, ..
India Stock	Tuesday, Dec. 6, ..	Tuesday, Jan. 17, ..	Monday, Jan. 23, ..	Tuesday, Jan. 10, ..	Wednesday, Jan. 6, ..	Thursday, Jan. 2, ..	Friday, Jan. 23, ..
South Sea Stock	Friday, Dec. 2, ..	Friday, Jan. 6, ..	Monday, Jan. 23, ..	Tuesday, Jan. 10, ..	Wednesday, Jan. 6, ..	Thursday, Jan. 2, ..	Friday, Jan. 23, ..
3 per Cent. 1751	Thursday, Dec. 1, ..	Saturday, Jan. 5, ..	Monday, Jan. 23, ..	Tuesday, Jan. 10, ..	Wednesday, Jan. 6, ..	Thursday, Jan. 2, ..	Friday, Jan. 23, ..

## FOREIGN STOCKS.

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Belgian, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Brazilian	81	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto, 1829	79	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Buenos Ayres, 6 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Cuba, 6 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Chilian, 6 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Colombian, 6 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, 1824, ditto	21 1/2	22 1/2	22 1/2	22 1/2	22 1/2	21 1/2
Danish, 3 per Cent.	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
Dutch, 2 1/2 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Green, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, 1825, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Mexican, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, deferred do.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, 1825, 6 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, def. do. 6 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Neapolitan, 5 per Cent. 1824	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Peruvian, 6 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Portuguese, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, New 5 per Cent.	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2
Ditto, 3 per Cent.	30 2 1/2	29 1/2	29 1/2	29 1/2	29 1/2	28 1/2
Prussian, 4 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Russian, 1822, 5 per Cent.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Spanish, 5 per Cent. Consols	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, passive	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Ditto, deferred	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Dutch, 2 1/2 per Cent.	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
Ditto, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2

## FRENCH FUNDS.

	Dec. 7.	Dec. 8.	Dec. 9.	Dec. 10.	Dec. 11.	Dec. 12.	Dec. 13.	Dec. 14.	Dec. 15.	Dec. 16.
5 per Cent. Anns.	107.80c.	107.80c.	107.75c.	107.75c.	107.75c.	107.75c.	107.75c.	107.75c.	107.75c.	107.75c.
Ex. on Lond. 1 mth.	25.35c.	25.35c.	25.35c.	25.35c.	25.35c.	25.35c.	25.35c.	25.35c.	25.35c.	25.35c.
ditto 3 mths.	25.15c.	25.15c.	25.15c.	25.15c.	25.15c.	25.15c.	25.15c.	25.15c.	25.15c.	25.15c.
4 1/2 per Cent. Anns.	101.50c.	101.50c.	101.50c.	101.50c.	101.50c.	101.50c.	101.50c.	101.50c.	101.50c.	101.50c.
Exchange	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.
4 per Cent. Anns.	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.	99f. 25c.
Exchange	79f. 15c.	79f. 15c.	79f. 20c.	79f. 15c.	79f. 15c.	79f. 15c.	79f. 15c.	79f. 15c.	79f. 15c.	79f. 15c.
3 per Cent. Anns.	79f. 15c.	79f. 15c.	79f. 20c.	79f. 15c.	79f. 15c.	79f. 15c.	79f. 15c.	79f. 15c.	79f. 15c.	79f. 15c.
Exchange	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.
Bank Shares	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.	232f. 25c.

## IRISH FUNDS.

DECEMBER 15, 1836.

	Royal Canal Stock	Provin. Bank of Ireland	Hibernian Bank	Grand Canal Stock	Min. Co. of Ireland	City of Dublin Steam Co.	Kingstown Railway
Bank Stock	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Government Debentures	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 3 1/2 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 3 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 2 1/2 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 2 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1 1/2 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 3/4 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/2 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/4 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/8 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/16 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/32 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/64 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/128 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/256 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/512 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/1024 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/2048 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/4096 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/8192 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/16384 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/32768 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/65536 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/131072 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/262144 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/524288 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/1048576 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/2097152 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/4194304 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/8388608 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/16777216 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/33554432 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/67108864 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/134217728 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/268435456 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/536870912 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/1073741824 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/2147483648 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/4294967296 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/8589934592 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/17179869184 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/34359738368 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/68719476736 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/137438953472 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/274877906944 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/549755813888 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0
Ditto do. 1/1099511627776 per cent.	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0	100 0/0